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THE EMPRESS CITY.

Review of the Civic Government for the Past Year.

The Approaching Municipal Contest for Mayor and Councillors.

Steadily Advancing in Material Prosperity and Greatness.

Future Outlook—The Sewerage and Other Questions.

The cycle of time has again brought upon us the selection of a Mayor and six councillors to make up the civic Legislature for the new year. The late Council was the first who were elected under the new order of things, *i. e*, the three councillors who should receive the greatest number of votes in each of the three wards of the city, were elected for two years; such provision to continue, necessitating in future the election yearly of only six councillors. The three obtaining the largest number of votes in the three wards, to again retain places for two years and so on. On the 13th of next month the electors will be called upon to pronounce by their votes whom they prefer to attend to the Corporation business for the next term. Although there is at present a lack of civic aspirants, no doubt but there will be a number to choose from when the time comes, and whoever may be selected will, as in the past, do what they conceive to be best in the public interest.

The Council who are about to step out have done fairly well. They have had the advantage of other councils who have preceded them, inasmuch as they have been entrusted with the handling of larger sums of money for expenditure on public works, both from the increased revenue generally and from loans placed in their hands for improvements. The increase in the general revenue is one of the best evidences that the city is fast progressing in prosperity. The estimated revenue at the beginning of the year, was $129,500, while the actual revenue will amount to at least $134,000, some $14,000 greater than that of the preceding year. This is most satisfactory, in view of the city's revenue for 1876, which was $57,000, a fact that speaks volumns for the steady advancement of Victoria.

Notwithstanding the opinions of croakers, a steady advancement in prosperity and wealth may safely be prophesied for a length of time to come. Although it is desirable to have much done by way of improvements in this city, in addition to what the present council have been able to accomplish, yet a comparison of the city of Victoria with many other cities, of like size on this continent, would be favorable to ours.

There has been vast improvements in streets and sidewalks during the year, which naturally has not given satisfaction to all; but that would be an impossible task, and any council who would attempt to please every one will find themselves in the same position as the old man, his boy and the ass, set forth so well in Esop's fables.

The council have not succeeded in placing a system of sewerage for the city before the ratepayers in such a manner as could be expected would be acceptable to them. But it is to be hoped that the incoming one will, at no distant day be in a position to submit such a proposition as shall enable the work to be begun before another year will have been added to those of the past. Data can be put before the ratepayers, which ought to convince the most conservative and skeptical, that from a sanitary view as well as from a financial standpoint, it would be desirable and profitable to have a scheme of underground sewerage.

Before the dry season shall have come upon us it is to be hoped that the increased supply of water promised will be realized, and that we shall not hear any further complaints of lack of water on the higher levels. The ratepayers were wise in giving a sum of money for this object, as not only will it be a great benefit to those who got more at times, but on account of a high level reservoir and the plan of utilizing the water, which it will contain, a considerable saving can be affected in combating fire, as the whole pressure and supply will be used for that purpose, by simply touching a button, and thereby save the tear and wear of our fire engines. At the same time it will be ready to turn against a fire so soon as the hose can be attached to a hydrant. In connection with this improved water service, will be carried out the remodelling of the water pipe service generally, which will enable the water commissioner to give a supply of water to many who have applied for it, and who, up to this time, have not received any of the city water. From this fact it will be realized that the increase of water rents will be considered. Up to the present the investment by the Corporation in the water works has been a most profitable one.

Beacon Hill Park, with its surroundings ought to receive some attention from the incoming Council. A sum of money ought to be placed upon the civic estimates at the beginning of the year to be expended, based upon some well considered plan in making that natural park more attractive still. Some scheme should be devised in conjunction with the Local government to make the esplanade leading from the outer wharf to Beacon Hill frequented.

The improvements, in the shape of buildings which have been carried on in and about the city during the year closed still places Victoria in the van of progressive cities amounting to considerable over half a million of dollars. One is safe in stating that in no city of the population of Victoria, on this continent, has so much been expended in building as has in this during the last three years, aggregating for that time at least $1,500,000, showing that the confidence entertained by capitalist in the future of this charmingly and advantageously located city, both in respect to climate and from a commercial point of view. Business men, and men of speculative ideas, are well aware how difficult it is to remove to a new field, concentrated capital hence their confidence in Victoria. Glancing at the financial standing of the Corporation of this city, and taking into account the value of her assets as against what she owes, no one acquainted with that position but will say that it is most satisfactory.

The gross indebtedness at this writing is $328,500, with a sinking fund on hand bearing interest and compound interest of $60,000, reducing the net debt to $268,500. Of this sum there is on hand, to be expended on improvements all of $90,000. When it is mentioned that one of the city's assets, viz: the water works, which could be disposed of to-day for double in cash what would clear off her indebtedness, one will be particled for boasting of our burgs, financial standing.

By whisperings from Great Britain, and the announcement of the moving of heavy ordnance thitherward, it is to be expected that the immediate vicinity of Victoria will be a point of great military moment. The maintenance by the British government of a place strong in time of war, will cause a considerable expenditure in our midst, and call further attention to our growing importance. The British government could not select a more healthy station for the establishment of a large garrison.

Finally, since the opening of the Canadian Pacific Railway it is more demonstrated than ever, that Victoria is, and will continue to be, virtually the terminus of both the Canadian and North Pacific Railways, and that she will retain that advantage from being a competitive point for both lines. To a great extent these roads will be kept in check from pooling their business by the nearness to Victoria of the Central and Southern Pacific Railways. Verily Victoria "The Queen City" of the north Pacific is a favored place.

The Wholesale Trade

Of the city and province has been fairly good, even satisfactory, and this notwithstanding the fact that expenditure ceased on the Canadian Pacific a year ago, while the Island Railway is also completed as well as the dry dock. These were the means of circulating considerable capital in our midst. Having entered upon another era in our history and existence our people are looking about the view of securing connections with foreign markets. Many of the leading wholesale dealers are spreading out, stretching their arms abroad to catch on to the trade that naturally is ours. The opening of the C. P. R. affords the energetic business man ample scope for his talents in this respect and we are pleased to note that already a considerable interior trade is transacted in this city.

Traders are hopeful for the future and believe that the incoming year will witness a vast expansion in the volume of business transacted. It is true that competition is keener than it was a few years ago; but that was to be expected. In all lines a steady business was transacted.

The failures for the year were few, and the sums involved not large, estimated at about $60,000, with assets at about $35,000. There were a number of minor failures amongst hotel and saloon keepers and a few contractors, but they were of a trifling nature.

The retail trade complain of slackness in some lines, with reduced sales. This is owing to increased competition, a fact that every one expected. The days of long prices and big profits are evidently now of the past. Each week hereafter will witness new comers opening out and making a bid for a share of public favors.

British Columbia's Customers.

For the year ending 30th of last December, British Columbia exported salmon, wool, furs, masts and spars to Great Britain to the value of $778,935; to the United States, in gold dust, hides, planks, beef, wools, etc., $2,062,966; Chili, railings, masts and spars, $13,098; to Peru, planks, etc., to the value of $2,941, and to the Argentine Republic, $15,995, in planks and canned salmon; the Sandwich Islands took $20,490 in coal and canned salmon; Australia comes next to England with $225,393 for canned and pickled salmon, lumber, etc., whilst to far off South Africa we sent $10,379 worth of railings and planks. In planks and spars Japan took $18,253 worth, and China planks and furs to the value of $5,841. Making a grand total of exports, the product of this province, of $3,172,291.

—SUBSTANTIAL AND USEFUL XMAS PRESENTS AT JOHN WILKE'S, FORT STREET. CALL AND INSPECT. *

WONDERFUL PROGRESS

The Building Record of the City for the Year 1886, a Very Creditable One.

The Enormous Sum of $550,000 Expended in New Structures and Improvements.

The year 1886 was a busy one for builders, contractors and architects. The following list of new buildings erected for the year in various parts of the city will be a surprise to many of our readers, who no doubt will scarcely credit that so vast strides have been made within the city since the ebbing year dawned upon us. Great care was bestowed upon the compiling of these figures. They are as near the exact cost as it was possible to obtain them from the architects, the contractors and the owners. In 1884 the buildings erected and improvements made footed up a large sum, close upon three-quarters of a million; those for the year 1885 were in the neighborhood of $500,000, these facts with the record of this year will be regarded as the most positive proof of the forward march Victoria is making towards metropolitan greatness:

Electric Light building, brick, for the city, Yates street, at a cost of	$3,500
Warehouse for T. Shotbolt, at a cost of	2,000
Additions to Oriental Hotel, Yates street, Wm. McKeon & Son, at a cost of	7,000
Joss House, between Cormorant and Fisguard streets, three-story brick, at a cost of	4,000
Rebuilding Ohner's store, Government street, at a cost of	7,000
Addition to Erb's residence, Douglas street, at a cost of	3,000
Addition to Southgate's building, Government street, at a cost of	5,500
Brick block of six stores, corner of Government and Broughton streets, for T. D. Galpin, of London, Eng., at a cost of	19,500
P. Leach, facing Beacon Hill park, frame building, cost	3,000
King Tye Co., foot Cormorant street, two-story brick building, at a cost of	5,000
L. Vigelius, improvements to house on Cook street	200
A. J. Langley, Police alley, brick building, at a cost of	1,100
S. T. Styles, corner Amelia and Cormorant streets, two-story frame dwelling, at a cost of	1,500
Geo. Stelly, corner of Yates and Douglas streets, brick hotel and stores, 60x92, at a cost of	20,000
Wharf and warehouse, lot 123, facing Store street, for Macdonald Robertson & Co. of London, Eng., at a cost of	20,000
Rebuilding of Hackborn's building on Government street, near postoffice, at a cost of	6,000
John Teague, corner Cook and Chatham streets, new frame dwelling, at a cost of	5,000
P. R. Brown, Humboldt street, four frame cottages, at a cost of	4,000
Assembly Rooms Club Hall, Fort street, 30x80, cost	5,800
J. C. Flett, Pioneer street, two-story frame dwelling	2,000
Mrs. Fox, Mason street, two-story frame dwelling	2,000
J. G. Hanu, corner Bridge and Henry streets, two-story frame dwelling	6,000
Joseph Spratt, Work street, four frame buildings, cost	8,000
Public School House, John street, cost	1,150
Capt. Grant, Work street, two-story frame	3,000
T. Moffatt, facing Beacon Hill, frame cottage	1,500
J. W. Keller, corner Quadra and Yates street—a store and dwelling—two-story frame, 25x70, at a cost of	$ 1,500
T. G. Moody, on Frederick street—two dwellings—one story and a-half each, 20x30, with ell, both at cost of	2,500
T. G. Moody, Fernwood street—dwelling—frame, 32x32, with extension, at a cost of	900
Also, improvements on dwelling on same street, about	200
James Hutcheson, Victoria Crescent—dwelling—frame, two-story, at a cost of	4,000
T. J. Jones, Fort street, bet. Cook st. and school reserve—a dwelling—three-story with mansard roof frame, at a cost of	8,000
Fred Norris, Gorge road—dwelling—two-story frame, at a cost of	5,500
Capt. James Gaudin—addition to dwelling on Craig flower road—at a cost of	3,000
James Gwennap, North Park street—dwelling—cottage, at a cost of	1,800
Hon. Wm. Smithe, Quadra street—dwelling—two-story frame, at a cost of	7,000
David Spencer—a store—two-story brick—24x33, fronting on Government and Broad streets, at a cost of	26,000
Wm. Denny—a store—two-story brick, Broad street, 32x75, at a cost of	3,750
J. Flett, Pioneer street—a dwelling—two-story frame, at a cost of	2,500
Joseph Maynard, Chatham street—a dwelling—two-story frame, at a cost of	2,100
Mrs. Ridgeman, Frederick street—a dwelling—two-story frame, at a cost of	2,000
T. Earle, Quadra street—addition to dwelling—at a cost of	1,500
D. S. Sears, Franklin street—a dwelling—two-story frame, at a cost of	2,500
G. M. Read, Esquimalt road—a dwelling—two-story frame, at a cost of	3,200
Charles Gabriel—addition to dwelling—at a cost of	500
Galpin Estate, corner of Fort and Broad streets—finished upper part of the same at a cost of	500
Galpin Estate, Yates street, near Pacific Dye Restaurant—remodelled, finished up glass—at a cost of about	600
Frank Horst, Elizabeth street—a store and dwelling—one story, at a cost of	2,000
John P. Pelletier—dwelling—two story frame, at a cost of	6,300
St. Ann's Convent, Humboldt street—brick—four-story, with attic and cellar, size 80x70; cost	40,000
Prof. A. Hookway, Quadra street—dwelling—frame, at a cost of	1,800
Mr. Bill, Spring Ridge, frame dwelling	1,600
Wm. Raft, Spring Ridge, addition to dwelling	400
H. Spofford, Spring Ridge, frame dwelling	1,800
Lawrence Goodacre, Spring Ridge, addition to barn	200
John Fitzallan, Quadra street, frame cottage	600
O. C. Hastings, corner Douglas and Herald streets, frame cottage	1,600
Wm. Burgess, Spring Ridge, frame cottage	1,400
J. P. Burgess, Spring Ridge, frame cottage and stable	2,500
Baptist Mission Chapel, Spring Ridge, frame building	800
Wm. Snyder, Spring Ridge, frame barn	400
Mr. Sears, Richmond Orchard, Richmond road, improvements to dwelling	300
Also, on Yates street, frame building for storing grain and feed	700
Brick addition to M. E. Church, Broad st.	5,500
J. Crowther, improvements to residence on Pandora street	300
D. S. Sears, Franklin street, frame build.	2,500
E. Marvin, South Park street, improvements on dwelling	200
City of Victoria, Spring Ridge, city pound	700
W. Clingle, Mennie street, James Bay, frame cottage	1,100
A. Gregg, Work estate, addition to house	250
F. Gilchrist, Work estate, frame dwelling	1,100
W. Mesnet, Old Gorge road, ball room and improvements to hotel	2,000
G. Rossi, Johnson street, three brick stores and addition to hotel	10,000
T. Jamieson, improvements on frame dwelling	400
G. A. Carlton, Douglas st., frame cottage	1,500
D. J. McLean, addition and improvements to store on Douglas street	250
W. C. E. Seely, addition to hotel, Government and Humboldt streets	500
Jos. Sears, Yates street, frame building	1,500
R. A. Cunningham, Yates street, cottage	2,500
R. McDonald, Fort street, frame store	1,500
Jas. Yates, Yates street, one-story brick warehouse	2,000
Rossi & Rithmuller, Yates street, improvements to store	1,500
Joseph Sommers, Yates street, a frame dwelling	2,000
Loewenberg, Harris & Co., Government street, brick additions	2,500
J. Braden, Government street, frame store, one-story	800
Smith & Clark, Fort street, two-story frame factory	1,800
L. Erb, 2-story frame dwelling, Herald st.	2,000
Mrs. Smith, frame residence, Fort street	1,000
Mrs. Hamilton, frame cottage, Fort street	1,100
A. Johnson, Spring Ridge, cottage	1,000
Mrs. Richardson, Frederick street, frame dwelling, two stories and basement	2,000
John Weiler, Humboldt street, factory, two stories and basement	4,000
P. Brown, Humboldt st., two frame cottages	1,000
T. Earle, Quadra st., addition to dwelling	1,500
J. Cross, Vine street, residence	1,500
A. Oldershaw, Old Gorge road, addition to dwelling	200
D. Reid, Esquimalt road, residence	3,500
J. Turner, Esquimalt road, residence	2,000
F. W. Vincent, Erie street, James Bay, frame cottage	$2,000
H. Kent, Yates street, frame cottage	2,100
S. Schoen, corner Douglas and Discovery streets, frame store and dwelling	600
S. Gray, Work estate, two frame dwellings, two story	4,000
H. Mitchell, James Bay, two-story frame dwelling	2,500
Alf. Esquimalt, Blue Ribbon Hall, two-story frame	3,000
Improvements to double house, frame building, on Cormorant street, belonging to Dodd's estate	1,600
A. Elliott, Chatham street, addition to frame dwelling	300
Wm. Trickey, corner Cook and View streets, two-story frame	1,700
Os Humboldt street, two one-story frame buildings	1,000
On St. James Church property, a frame cottage	2,000
W. Shears, James Bay, two-story frame dwelling	2,000
Mrs. Ashton, Store street, two stores	1,500
W. H. Flewin, Menzies street, cottage	1,400
F. A. Reiner, Quadra street, two-story frame dwelling	2,000
G. Mitchell, Richmond road, addition to dwelling	600
Messrs. Shore & Anderson, Douglas st, two-story frame building	2,000
John Turner, Quadra street, two-story frame dwelling	3,000
A. Allan, Rupert street, two-story frame cottage	1,600
F. Appleton, Michigan street, two-story frame dwelling	2,500
Improvements to Bee Hive saloon, corner Fort and Broad streets, J. Cowie, propr	400
Improvements to Nickel Plate saloon, Government street	200
Improvements to Senate Saloon, Government street, brick addition	900
Opposite School House, on Rainy street, two-story frame house	2,000
T. Houghton, Spring Ridge, frame dwell.	1,000
Mrs. R. Woodruff, Third st., Work estate, dwelling	1,000
Thos. Catterall, First street, Work estate, frame residence	2,000
H. Mitchell, Menzies st., dwelling	2,000
W. Clingle, cottage, Mennie street	1,000
Mrs. M. Murphy, Rock Bay st., residence	1,200
J. Holland, two cottages, John street	2,400
E. C. Sheppard, dwelling, John street	1,500
A. Wright, cottage, Chatham street	1,200
Robt. Mason, small house, Pembroke st.	800
W. Wallenstein, cottage, Green street	900
C. W. Jenkinson, cottage, Richardson st.	1,500
J. Johnson, dwelling, Fairfield road	1,000
R. Lang, dwelling, Blanchard street	1,500
S. Arnold, dwelling, Blanchard street	1,300
Thos. Gowen, villa residence, Blanchard st	5,000
Herman Barthal, malt house, Niagara st.	7,000
Ed. Lines, cottage, Niagara street	500
Ed. Lines, cottage, St. Lawrence street	700
W. S. Gore, addition to residence, on Church Hill	2,600
R. Croft, St. Louis street, frame stable	350
F. Bransford, Carr st., frame cottage	1,600
Fred. S. Maclure, Queen Anne villa residence on Carr street	1,800
Mr. Hall, of Hall & Lowe, photographers, a villa on Carr street	1,700
Addition to house of F. W. Jesse	2,300
Capt. H. G. Lewis, Dallas road, a two-storie frame	2,400
Grand Total Buildings, - - -	*$489,950*

LOCAL INDUSTRIES.

A View Through the City Manufactories—What They Are Doing.

The prosperity of our city centres largely in its local industries. True it is that Victoria as yet cannot boast of such gigantic establishments, or the vast variety, that are to be found in Manchester, Glasgow and Philadelphia. Everything considered, however, Victoria has just reason to be proud of her manufactories, which are not only numerous but also varied. Business during the past year by these is reported to have been good and that the prospects for the next year are encouraging. To show the value of them to the city's trade and business men it may be stated that so far as we could gather information that a considerable sum in excess of $1,000 per day is paid out here in wages. A careful estimate of the sums aggregates at least half a million a year in wages alone.

The turn over of capital in the shape of manufactories is also heavy, exceeding by a considerable over a million dollars. The reader will be able to gather further information by a glance at the following data kindly supplied THE TIMES by the manufacturers themselves:

The Albion Iron Works employ 100 men, with a monthly pay roll of $7,000. Have turned out during the year $25,000 worth of stoves. Amount of business done during the year, about $200,000.

The Vancouver Foundry and Machine Shops—Wilson Bros., proprietors—employ 30 men; pay roll $2,800. Business done during the year, $50,000.

W. P. Sayward's mill employs 46 men; pay roll $2,000. Have cut about 6,000,000 feet of lumber during the year. Amount of business done during the year, $85,000.

B. C. Match Factory—Manson & Henry, proprietors—employ six men; pay roll $300. Turn out about 1000 gross matches monthly. Business done during the year $6,500.

City Iron Works, Government street—Wm. Godfrey, proprietor—employ 10 men; pay roll $700. Amount of business done during the year, $20,000.

Bay Tannery, Bay street—Johnson & McGirl, proprietors—employ six men; pay roll $600. Business done during the year, $14,000.

Rock Bay Tannery—W. Heathorn, proprietor—employ 12 men; pay roll $700. Have tanned 6,000 sides of heavy leather and 6,000 sides of small stock during the year.

Queen City Planing Mills—Johnson, Walker & Flett—employ 22 men; pay roll $1,800. Business done during the year, $100,000.

John Robertson, boiler maker, Store street, employs 10 men; pay roll $1,000. Amount of business done during the year, $20,000.

Novelty Iron Works, Store street—T. Cowen, proprietor—employs eight men; pay roll $700. Amount of business done during the year, $15,000.

Muirhead & Mann, sash and door factory, Constance street, employ 60 men; pay roll $2,500. Amount of business done during the year, $80,000. Are going to enlarge their factory by an addition of 30x100 feet.

S. Gray, steam joinery works, Government street, employ 20 men; pay roll $1,500. Amount of business done during year, $40,000.

Victoria Rice Mills, employ 15 men; pay roll $1,500. Have done business to the amount of $100,000 since starting this year.

The Belmont Boot and Shoe Factory employ 30 men; pay roll $2,500. Business done during the year, $60,000.

Messrs. Shore & Anderson, Douglas street, furniture dealers and manufacturers, have done during the year business to the amount of $10,000.

Victoria Boot and Shoe Factory, Government street—Wm. Heathorn, proprietor—employ 85 men; pay roll $1,800. Amount of business done during the year, $100,000.

C. L. Hyson, Store street—formerly Messrs. Huson & Moss—have made into bread during the year over 700 barrels of flour and averaged over ten boxes of crackers per day during the year.

J. Sehl's furniture factory at Ogden point employs 25 men; pay roll per month $3,000.

Phœnix Brewery, cor Yates and Blanchard streets—Charles Gowen & Sons, proprietors—brewed 1,500 barrels of beer and porter and 2,500 bottles. Transacted between $15,000 and $20,000 worth of business during the year. Capacity 4,000 barrels yearly.

Carling Bros.' brewery, corner of Government and Herald streets, have done during the year business to the amount of $12,000.

Leahy & Horth's brewery, Johnson street (formerly Bannister's), has the largest capacity of any brewery in the city. Business done during the year from $12,000 to $15,000.

The Victoria Marble Works—Geo Rudge—Douglas street, employ seven men. Business done during the year, $6,000.

Mr. Andrew Strachan's broom factory, Esquimalt road, gives constant employment to six hands. The raw material is imported from Chicago. The annual turn-out amounts to about $8,000. The business is increasing yearly.

Stamp & Earle, coffee and spice mills, Government street, have done during the year business to the amount of $20,000.

The Lion Brewery, Queen's avenue—Clemens & Reinizer—have, since starting last May, done $6,000 worth of business.

The Beverly Brewery, Fort street—Charles Zoelle, proprietor—has done during the year business to the amount of $12,000.

C. Hayward's Sash and Door Factory, corner Langley and Broughton streets, employs 16 men; pay roll $800. Business done during the year amounts to $40,000.

A. Phillips, the Pioneer Soda Water and Syrup Works, Yates street, has done during the year sales at $8,000 worth of business.

The Irish Co. make Soap Works—Pendray & Co.—Humboldt street, manufacture weekly over 30,000 pounds of household and toilet soap. The amount of tallow used weekly, over 10,000 pounds.

I. B. Philips, Granite and Marble Works, View street. Business during year, $4,500.

Nesbitt & Co., Crackers and Biscuit Factory, Fort street, manufactured goods to the extent of $30,000 during the year.

G. & J. Doughty, brush manufacturers, Fort street, report business in their line as equal to that of last year. They were unable to give the value of their output.

The Victoria Pioneer Brewery, corner of Government and Discovery streets—Messrs. Loewen & Erb, proprietors—brew yearly between 150,000 and 200,000 gallons.

Smith & Clark's Sash and Door Factory gives employment to men, which varies in number according to the season of the year. The business transacted during the present year will amount to $30,000.

Messrs. Kelly & Sherring, brick yard, Parson's bridge, have made 2,000,000 bricks during the past year; employed 16 men at a cost of $2 per day per man; have sold all bricks made.

Messrs. Kelly & Sherring have employed at building, during the year, 25 men, at average pay of $2 per day per man.

John Meston, built carriages and other work in his line to the extent of $12,000; his pay roll is $240 per month.

C. Morley, Waddington alley, transacted a business of $10,000.

McDonald & Co., soap works, business turn over during the year $18,000.

William Mables, carriages, Johnson street, business for the year will be about $5,000.

OUR SOLID MEN.

Victoria's Heaviest Taxpayers in Hundreds and Thousands of Dollars.

The following list of a number of the heaviest rate-payers in Victoria will be read with interest. It will be observed that the names of those only assessed for $10,000 and upwards are given. They are all well known citizens and large contributors to the city's exchequer:

	ASSESSED VALUE PROPERTY.	TAXES PAID.
Albion Iron Works	$ 32,000	$ 320.00
Anderson, Jas	13,750	137.50
Anderson, E H	19,600	196.00
Anderson, S	11,050	110.50
Allsen, Thos	30,300	303.00
Archdeacon of Columbia	13,500	135.00
Brown, P R	12,250	122.50
Bank British North America	23,150	231.50
Bishopric Endowment Fund	11,700	117.00
Bossi, C	29,500	295.00
Boscowitz, Jos	21,400	214.00
Bank British Columbia	29,750	297.50
Brown, Mrs	10,000	100.00
Begbie, Sir M B	10,250	102.50
Belmont Company	16,100	161.00
Bossi, C	33,600	336.00
Cranes, Hon Mr Justice	57,100	571.00
Copeland, S, estate of	30,550	305.50
Chambers, W S	12,700	127.00
Cowper, Jos	10,000	100.00
Chu Lai & Co	14,250	142.50
Carey, J W and Mrs	17,650	176.50
Dunsmuir, R	11,400	114.00
Douglas, J W, estate of	10,500	105.00
Denny, Wm	12,300	123.00
Doane, J H, estate of	26,750	267.50
De Cosmos, Hon A	52,250	522.50
Duck, S	18,200	182.00
Davies, Joshua	19,250	192.50
De Hers, H, estate of	13,300	133.00
Erb, Louis	17,000	170.00
Finlayson, H	166,650	1,666.50
Fell, James	17,000	170.00
Fraser, Donald	47,750	477.50
Goodacre, J	13,900	139.00
Gareche, Green & Co	13,200	132.00
Galpin, T D	79,400	794.00
Helmcken, J D	10,600	106.00
Heathorn, W	21,300	213.00
Heywood, Joseph	18,225	182.25
Hanley, Hon W	18,100	181.00
Hudson Bay Co	128,600	1,286.00
Higgins, B W	18,200	182.00
Hall & Rowe	12,200	122.00
Irving, Capt J	13,200	132.00
Jensen, W	17,700	177.00
Joseph Bros	90,300	903.00
Janion, R E	15,250	152.50
Kwong Lee & Co	67,800	678.00
Lipsett, R J	10,000	100.00
Loewen & Erb & Jos Loewen	25,250	252.50
Loewenberg, L, estate of	22,000	220.00
Leneve, O, estate of	25,800	258.00
Hunt, W A, estate of	10,250	102.50
Mt Royal Milling Co	13,250	132.50
Moody, Joshua	15,500	155.00
Murphy, P	13,250	132.50
Matthews, J H and Thos Tye	13,500	135.00
Maclin, W J	10,000	100.00
Macdonald, Hon W J	41,000	410.00
Mclane, P, estate of	11,250	112.50
McTavish, D M, estate of	18,500	185.00
McNeil, Mrs	12,500	125.00
Nathan, H	12,400	124.00
Nesbitt, S, estate of	10,450	104.50
Nuttall, R K	19,100	191.00
Nuttall, T C	11,800	118.00
Odd Fellows Union	22,000	220.00
Oliver, W H	101,000	1,010.00
Pemberton, J D	29,650	296.50
Porter, A	24,750	247.50
Pittock, Mrs	18,000	180.00
Phillips, Alex	11,750	117.50
Promis, G	11,700	117.00
Porter, James	11,950	119.50
Powell, I W	16,300	163.00
Raymur, J A, estate of	15,500	155.00
Reid, J M, estate of	40,400	404.00
Rhode, Joseph	18,100	181.00
Rossi, L D	24,800	248.00
Rickman, A	26,000	260.00
Reynolds, F	43,500	435.00
Sayward, W P	84,100	841.00
Southgate, J J	25,600	256.00
Southgate & Hamilton	18,500	185.00
Styles, T S	14,550	145.50
Spencer, D	26,050	260.50
Spratt, Joseph	22,450	224.50
Sammers, Hy	10,000	100.00
Schott, Louis	10,000	100.00
Seghers, Bishop	25,950	259.50
Sehl, Jacob	37,600	376.00
Stelly, George	41,100	411.00
Spriggs, Wm, estate of	11,700	117.00
Turner, J H	31,200	312.00
Turner, John	14,000	140.00
Trounce, Thos	13,450	134.50
Union Club	16,600	166.00
Victoria Gas Works	16,500	165.00
Van Volkenburg Bros	18,900	189.00
Weiss, John, estate of	32,050	320.50
Williams, J W	30,800	308.00
Welch, Rithet & Co	21,600	216.00
Wark, J M	20,200	202.00
Wood, T Ia	12,450	124.50
Winter, Geo	11,650	116.50
Watkins, Miss	18,500	185.00
Weiler, John	12,200	122.00
Wilson & Daily	14,600	146.00
Wilson, W & J	31,200	312.00
Yates, Jas	69,750	697.50
Total assessed value	$2,026,295	

WICTORIA'S CONTRIBUTION

To Canada's Exchequer Chest for the Year 1886.

Following is a comporative table showing duties collected for last as well as the present year at this port:

	COLLECTIONS. 1885.	1886.	CHINESE COLLECT.
January	$32,197 19	42,166 21	590 50
February	51,632 64	44,534 68	167 50
March	86,660 29	73,106 19	48 20
April	85,726 59	58,807 74	241 00
May	71,501 60	64,442 86	736 50
June	73,573 16	62,765 03	665 00
July	66,916 87	64,409 63	373 00
August	82,556 92	59,842 83	821 50
Sept.	92,658 95	82,888 55	733 00
October	76 778 52	69,721 13	291 00
November	59,737 78	62,286 61	263 00
December	70,947 72	50,869 34	95 00
	$870,858 23		

Inland Revenue.

Division of Victoria; collections from 1st July to 31st December, 1886:

July	$8,326 99
August	8,1[illegible] 76
September	8,536 81
October	7,846 26
November	6,697 70
December (up to 11 a.m.)	9,351 22
Total for 6 months	$48,903 74

Coming to Victoria.

SAN FRANCISCO, Dec. 31.—Passengers by the Mexico for Victoria: F F Finlay and wife, F D Clunie, R W Nuttall, A McEacheran, A C Hampsgne, M Sylvilla, E H Palmer, L M Johnson, P M Partridge, Alice Tuttly, George Howe, Thos Howe, R Cohen, J Mitchell.

—Turkey lunch to-night at the King's Head Saloon, Johnson street. *

FAR OFF CARIBOO.

Its Early History—Discovery of Williams Creek Diggings.

Immense Amount of Wealth Extracted from Mother Earth.

The Quartz Excitement of 1878—Boomed in the City of Victorin.

The Cariboo of To-day—Railway Prospects—New El Dorado.

This vast mineral region was discovered and opened in 1861, and has continued from then to the present time to give fair, and sometimes large returns for the expenditure of labor and capital on it. In 1858 the gold on the bars of the lower Fraser attracted the attention of the redundant population of California, who flocked to Victoria to fit out and learn where to go. Victoria at that time presented something like an Australian scene; numbers of tents being pitched along the harbor and on the picturesque knolls now occupied by more solid buildings. The inhabitants, previous to the new influx, were chiefly Hudson Bay employees, and the principal buildings were the Fort, on Fort street, now occupied by the Bank of British Columbia, and one on Bastion street, opposite the jail yard, and the warehouse on the water front. All the agricultural land (as it was then considered to be) from Douglas street east could have been bought for £1 per acre. But the miners were not looking for land; they wanted the gold; and they were getting ready to push up the unexplored sources of the big river. Building or buying boats, they started for the Fraser and with many an adventure with wind, waves, and Indians, reached the banks of the Fraser at Queensboro (New Westminster). Still pushing on, more coming behind them, they prospected, killed deer, caught fish, and eked out their stores of provisions, finding payable bars every now and then; but a great deal of the gold was below the level of the water, and had to be left till low water.

ON THEY PUSH,

crowded from behind, always looking for something better; they arrived at the rocky canyons at Yale. This was too much of a risk except for the most daring. To tempt the deceptive whirl and under-currents was more than enough for most of the hardy pioneers; so they climbed the bank and Yale becomes a camp and store house. Not to be stopped by anything but sickness or death, they continued up the rocky ledges where there was scarcely a foot-hold. But here comes a place they cannot pass; a deep fissure in the perpendicular face of the rock. Above, the naked rock towering hundreds of feet; below, the Fraser churned into angry foam at not being able to flow faster. They deliberate to go back and try to find a path over these mountains is not congenial to their tastes, and, looking down, the seething mass offers no inducements. They get a long pole, and, letting it fall over the abyss manage to get the point to catch in a notch of projecting rock. An adventurous one swings himself over, the perilous moment is past, they swing over some more poles and tie them with withes. Crossing this primitive bridge, the poles sinking with the weight and creaking at every step they pass on to the next adventure. Arriving at the Thompson, they divide, some going up this river some up the Fraser, up to Lillooet, some up Bridge river; gold everywhere on the bars, but some push on through this hitherto inaccessible wilderness, no roads, no provisions. Winter is coming on, they must provide winter quarters, and go on again in the spring. All the creeks and tributaries are prospected more or less and some pay well. Quesnelle is reached and a considerable portion of the gold found to have come down this river. Prospecting up the branch streams they come up to Keithley Creek. Here they begin to find it in greater abundance. They now find themselves in a high altitude and climbing the highest mountain, the famous Bald Mountain, see creeks radiating in every direction, they are on the highest mountain within many miles and can distinctly see the snow-clad peaks and rocky sides of the giant back-bone of the continent. But gold is what they are after. Traveling up Snow Shoe they cross to Antler where rich deposits are found. But the richest of all is unearthed when Dutch William crossed over the Bald Mountain and came upon the head waters of

WILLIAMS CREEK

named after him. Here, in 1862, were developed the amazingly rich deposits found and worked by Steele, Cunningham, Adams, Borthwick, Greer, Black Jack and others. Here the writer has seen the Adams Co. clean up twice, (1862) each time they had about half a pauful of gold for the day's run. These claims, together with what was taken out on Keithley and Antler Creeks produced about $2,000,000 worth of gold that year. But the lower creek was not yet proved; lots of water to contend with.

At last the Barker, Diller, Baldh

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Friday, Dec. 31, 1886.

RETROSPECTIVE.

Once more the ceaseless march of time has brought us to the fleeting hours of a dying year. Another milestone has been reached, and presently a new stage of the journey will be entered upon, to lead—who knows whither? The death of a year—now becoming a familiar occurrence to most of us—is generally a time for thought and reflection, ending not unfrequently in high resolves for the future which, sad to say, often prove as evanescent as the time and circumstances that gave them birth.

The year 1886 has been, in several respects, an important one for British Columbia. It has witnessed the complete fruition of long-deferred hopes and expectations, in respect to the greatest undertakings in the history of the province. Our natural highway—the Canadian Pacific Railway—linking the two oceans across Canadian soil, although completed in 1885, was not opened for traffic until the Spring of the present year. The Esquimalt and Nanaimo Railway, was finished and regularly operated and the dry dock practically completed, during the closing year. These gigantic undertakings which have, ever since confederation, occupied the attention of our parliaments, to the exclusion of almost all other business, have thus been successfully accomplished. They have become "living realities," exemplifying what can be achieved when there is a determination to succeed; and they will ever remain an incentive to nobler exertions still. The material prosperity of the province, as indicated by the sound financial standing of its business men, by a largely augmented urban and rural population, and by the enormous number of comfortable residences erected, and new enterprises embarked in, is eminently satisfactory and reassuring. The prophecies of pessimists, that the completion of the public works would be followed by a severe depression, and possibly by financial crisis, have not been realized. Settlers have arrived in large numbers, and locating in Alberni, Comox, New Westminster District and elsewhere, are contributing in the direction most needed to the wealth and development of the country. Our marvellous mineral wealth, the extent of which cannot even be approximated, has yielded larger returns to the miner than in the previous year, and the hidden treasure of the rocks—in Cariboo, Big Bend and Kootenay—are being unfolded by men who have the experience and the means to practically demonstrate their undoubted richness. Never before in the history of British Columbia were the prospects so favorable for a practical development of our quartz mines. This work, upon which our future so largely depends, is being undertaken by our own citizens in a manner to inspire confidence, and will be carried forward, there is every reason to hope, to great success. With the coal trade improving—and possessing inexhaustible mines of the best coal on the Pacific Coast; with the great lumbering industry expanding and finding new markets—and possessing the best and largest area of timber lands in the world; with the product of our "sea farm" commanding higher prices—and possessing the choicest quality and largest quantity of habitants of the deep, a stagnation in trade, such as period ically afflicts the manufacturing centers of other provinces and States, is unlikely to occur here, and with care, prudence and foresight on the part of our business men, may safely be pronounced impossible.

In the political arena, the position in British Columbia is practically unchanged. An appeal to the electorate resulted in the return to power by a minority vote of the Smithe government by a slightly diminished majority. To those cognizant of the methods by which public opinion—as expressed in the ballot box—was manufactured, this result was not unexpected. Fortunately or unfortunately, the shibboleths of party, as understood in the eastern provinces, and by which a man's political proclivities are defined and determined, do not obtain here. Absorbed in the work of building up the material interests of the province—in developing its illimitable resources by the construction of the railways and the settlement of its fertile valleys—we have had no time—even had we inclination, to study the issues, living and dead, which divide the two great factions and upon which they are about to engage in a decisive struggle. Nevertheless, our public men, endowed as they are with a high order of intelligence and with a patriotic love of country, are eminently competent to govern the state wisely and well without the introduction of the party feuds and religious rancor which so unhappily dominate every other consideration in other portions of the Dominion.

During the year many of the old pioneers have "lain down to pleasant dreams," leaving behind memories to be cherished, names to be revered and examples to be imitated. Among those removed by death, the names of Dr. Tolmie, Wm. Raybould, J. A. R. Homer, and J. C. Hughes occur to us as those of men who performed their several parts, as private citizens and as public servants, faithfully and well. Fresh tumuli on the shores of Ross Bay and in other cemeteries throughout the province, testify that the grim reaper has been garnering his annual harvest, while the tablets above contain the names of many well-known pioneers, whose good works will live after them and forever leave an impress upon the history of the province they helped to create.

The building, incineration, and rebuilding of the City of Vancouver, stand forth as one of the most remarkable episodes of the year. The magic city, which sprang into existence, and attained a position of influence and importance, second only to that of the Royal City on the Fraser, within a few months; then blotted out of existence in as many minutes; and more rapidly still springing into life again, borders very closely on the marvelous. It proved, beyond all question, the possession by its citizens, in a marked degree, of indomitable energy and courage, and may be taken as a sure augury of future achievements in everything that contributes to a prosperous and happy community.

Throughout the civilized world peace has prevailed; commerce has steadily revived; the art and sciences have multiplied; and on the whole, this old world is better to-day than it was on the birthday of the departing year. Guided by the past, we look confidently into the future, feeling an assurance that 1887 has in store for us, as a province and as a nation, the realization of many of our most ardent expectations. Having such feelings we can part with the old year with a minimum of regret, and as we hail the rising sun we can all with truth exclaim:

Hurrah! Hurrah! We'll crown him king,
We'll crown the blithe New Year:
And all our choicest offerings bring,
We'll dance, oh, merry songs we'll sing—
Songs he will love to hear.
And strew the frosty way with flowers,
That we may mock gay summer's bloom;
Rejoice, rejoice him on, ye rosy hours,
Think not, New Year, of winter's gloom.

Hope from young hearts, like spring-buds swelling,
Pleas, fruit of long-tilled soil,
Vows wet with tears from bright eyes welling,
These holy vows is Love aye telling,
And strengthening with the toil.
Receives and promises are the flowers,
That well may mock gay Summer's bloom:
Then hear him on, ye rosy hours,
Naught shall he know of Winter's gloom.

And gray Old Year is getting low,
His garlands withered lie,
His breath is coming short and slow—
Come then, New Year, since he will go,
('Tis sad to see him die!)
Come, while we strew the way with flowers,
That we may mock gay Summer's bloom;
Oh, hear him on, ye rosy hours,
And all shall banish Winter's gloom.

PORT OF NANAIMO.

Table Showing Exports from the Port of Nanaimo for the Year Ending 30th June, '86.

ARTICLE.	COUNTRY.	TONS.	VALUE.
Coal	United States	253,889	$965,067
Coal	Sandwich Islands	2,837	11,428
Coal	Mexico	500	1,500
Coal	Asiatic Russia	1,400	4,200
Total Coal		258,646	$978,095
Iron ore	United States	200	450
Lumber	Asiatic Russia	M ft. 72	864
Dogfish oil	United States	gal 2500	746
Total value of exports			$975,155

Exports for the five months ending 30th November, 1886:

ARTICLES.	COUNTRY.	TONS.	VALUE.
Coal	United States	119,214	$417,249
Coal	Sandwich Islands	3,307	11,574
Coal	Mexico	250	875
Total Coal		122,771	$429,698
Iron ore	United States	2,290	5,575
Total value of exports for five months			$435,273

Table showing value of goods entered at Nanaimo Customs, during the fiscal year ended 30th June, 1886; also duty collected:

1885 AND 1886.	Import Duty.	Value dutable goods.	Value of Free Goods.	Total value of Imports.
Sept. Quarter.	$14,447 62	$ 57,105	$ 36,192	$ 7,724
Dec. "	11,319 62	50,377	65,554	12,445
March "	8,318 10	33,260	7,431	4,622
June "	7,005 47	29,969	2,382	4,575
	$41,290 81	$174,291	$125,979	$29,366
Sept. Qr., 1886.	—	—	—	—
July, Aug. Sep	$ 7,387 19	$ 29,554	$ 3,228	$ 1,677

Table showing revenue collected during fiscal year ending 30th June, 1886:

Import duty	$41,290 81
Sick mariners dues	7,402 41
Petroleum inspection	145 10
Steamboat inspection	27 90
Seizures	211 27
Sales of unclaimed goods	193 30
Fines and forfeitures	50 00
Chinese immigration	54 00
Canal	2 00
Total revenue	$49,329 29

Collected during the five months ending 30th November, 1886:

Import duties	$12 992 48
Sick mariners dues	758 08
Petroleum inspection	61 50
Steamboat inspection	23 90
Seizures	16 50
Sales of unclaimed goods	86 35
Total	$14,950 81

Victoria Postoffice.

The statistics regarding our postoffice, kindly furnished by Mr. Wallace, the obliging postmaster, indicates in an unmistakeable manner the great forward strides the city of Victoria is making. For the year ending 30th of last June, the Postoffice orders issued

amounted in value to	$144,209 96
Commission on do	1,388 15
Dominion orders paid	221,010 56
Foreign orders paid	17,162 33
Total	$383,765 00
Being in excess over last year of	$18,000
Postal revenue for the year ended 30th June, 1886	$22,352 86
Postal revenue for the six months ended 31st Dec. '86	$12,115

For the cheapest and best variety of Nuts and Fruits for dessert, go to J. Hawkins' 210 Fort street. *

CITY OF VANCOUVER

The Pacific Coast Terminal City of the Canadian Pacific Railway.

Early Explorations for a Route to the Coast—Port Moody Selected

An Extension to Coal Harbor and English Bay Determined Upon.

A Start Made at Vancouver—Unparalleled Progress Made this Year.

During the early years in the history of the construction of the Canadian Pacific Railway discussion was rife as to the proper point for the Western terminus. In the search of reliable information the opinion of those best able to judge was obtained. The weight of evidence conclusively pointed to Burrard Inlet. The result of the inquiry might be summed up in the language of Admiral Cochrane. "I am of belief that the most advantageous site for the terminus is that of Burrard Inlet." The endorsement of this opinion was the selection of Port Moody at the head of the inlet, and the completion of the line thereto are matters of history. It is only to be regretted that the views expressed by Admiral Cochrane were not carried out in their entirety, viz: "That no ocean terminus of the trans-Atlantic railway should be situated at the head of the Inlet under discussion." That

PORT MOODY WAS SELECTED

on the score of economy, and with the view of constructing the railway to the tidal waters of the Pacific under a time limit, in accordance with the agreement entered into between the Dominion and the Province of British Columbia, is the opinion of those who have considered this question without a bias. This was the view taken by the Canadian Pacific Railway Company, and acting on it negotiations were commenced with the government of the province that ultimately enabled them to announce the selection of Coal Harbor and English Bay as the terminal point on the Pacific Ocean.

The company having secured a large tract of land on the peninsula contiguous to Coal Harbor, proceeded to lay the same out into town lots. The settlement on the peninsula was known at this time under various names—Gas Town, Granville, and village of Coal Harbor. The naming of the site Vancouver, by the general manager of the railway led to a great deal of discussion, that for a time marred the friendly relations existing between the capital and the champions of the new city. Happily this passed away and the new city is known far and wide as Vancouver.

ITS POSITION AND SURROUNDINGS.

The city stands on a peninsula formed by the waters of Burrard Inlet and False Creek (so called, because it was formerly considered a creek, but is in reality an arm of the sea.) At the portage, the site of the old village of Granville, the distances between these waters does not exceed a quarter of a mile, this distance increasing to a mile at the widest part where the central base line of the railway company's town plot is established. The ground rises by easy gradients from the portion before referred to and from the Inlet or False Creek to a height of 100 feet above water level. Thus giving every facility for drainage into the tidal waters mentioned. The city possesses a magnificent system of natural harbors, Coal Harbor extending along its northern front a distance of three miles with a mean breadth of two, so completely land locked that ships can ride out any storm that blows, with a single anchor out. English Bay, a noble roadstead, possessing an advantage over the inner harbor due to the fact that it can be entered by the largest steamer or sailing craft at any stage of the tide, the difficulties attendant on the passage of the Narrows being avoided, but not offering the same shelter from storms without the construction of artificial breakwaters.

FALSE CREEK, A BASIN,

two miles long with an average breadth of 700 yards, and a depth of 20 feet, at high water offering facilities for flat bottom craft and small steamers to lay down coal, wood and market produce at the foot of almost every street in the city, and affording unsurpassed sites for the erection of saw or other wood working mills and factories requiring cheap transport for the raw material and the removal of the manufactured article.

The untiring efforts of jealous rivals to arrest the growth of New York, and divert from that city the trade and manufacturing centering there, have been of no avail, owing to the fact that the city is unique in the matter of water frontage and shipping facilities. An examination of the plans will show that Vancouver is similarly endowed in this respect. Arguing from these premises it must be seen that the magnificent system of water frontage possessed by Vancouver is an important factor in her future development, and places a power in her hands that must tell strongly in her favor in the struggle for supremacy that will take place between the terminal cities of the great railways spaning the continent.

ACTIVE OPERATIONS

were commenced with the beginning of the year towards clearing the land of the timber; the growth even in this land of forest being immensely dense. Giant firs, girting forty feet; cedars, still larger; spruce and hemlock, all vied with each other in their efforts for possession; vine masses, ferns, devil's clubs and sallal so closely interwoven as to form an almost impenetrable labyrinth, soon disappeared, showing the gentle slopes, so eminently adapted for the site of the future city. Now that the obstructions to the view were removed from the uplands what a glorious panorama was laid bare? For the first time from the summit lands of the plot could be seen the city's future wealth. Burrard Inlet to the north and east, over whose surface and beyond that dark belt of pines could be seen in vivid contrast. The Golden ears of the Pitt Range. Mount Crown with an elevation of 4708 feet; Mount Black, 4280 feet; the Twin Bell heads about 6200 feet, with their heavy heads silent and grand, like the colossal sphinx of eastern lands. The sandstone bluffs guarding the entrance to the Inlet underlying in the landscape. The cold, gray mountains of Howe sound, to the west, across English Bay, looking between Points Atkinson and Gray to the mountains fleecy in their softness and of the Island whose name we bear. To the south, False Creek fringed in a wealth of forest growth, disappearing in the east in the hills holding Burnaby Lake in their hollows and concealing the foot hills of Mount Baker, leaving its upper parts cut out against the sky like a pyramid of snow.

Building kept space with the clearing. The giant trees gave place to the structures built of material cut from their own trunks. But in one hour all was swept away by

THE DISASTROUS FIRE

of the 13th June. The re-building was commenced immediately, and pushed with the energy characteristic of the people that had selected Vancouver as their home. Money poured in from all parts of the continent; insurances were promptly paid; works were started by the city and the owners of property, so that none need go without employment, with the result that in a short time the great loss was forgotten in the press of work and renewed prosperity.

CONSTITUTION OF CITY.

Vancouver was created a city under a charter granted by the Legislative Assembly at the session of 1886. The limits embrace an area of six miles in length by two and one half miles in breadth.

The election for mayor and aldermen was held in May, with the following result: Mayor, M. A. McLean; Aldermen, L. A. Hamilton, R. Balfour, T. Dunn, C. Coldwell, A. Northcott, P. Cordiner, J. Humphreys, E. P. Hamilton, H. Hemlow, J. Griffiths.

AFTER THE FIRE.

We will now give a few facts indicating the material advancement made in the six months following the fire. The following shows approximately the value of buildings erected and under construction:

Cordova street and extension	$ 98,000
Hastings street	81,000
Granville street	91,000
Pender, Seymour and Richard streets	20,000
Water street	51,000
Alexander street	10,000
Powell street	19,000
Carroll street	24,000
Howe, Cambie and Bear streets	7,000
Dupont street	6,000
Westminster street	16,000
Other streets, 17	18,000
Mills and wharves	80,000
Total buildings assessed	$ 521,000
Assessed value of real estate	2,600,000
Grand total	$3,121,000

EXPENDITURE ON GENERAL IMPROVEMENTS.

Corporation of the City of Vancouver on streets and buildings	$ 75,000
Corporation of the City of Vancouver for fire protection pipes	12,000
Canadian Pacific Railway—Grading, clearing, street making, &c.	200,000
Land companies—Clearing, street making, &c	40,000
	$327,000

REAL ESTATE SALES.

Sales for past six months—Canadian Pacific Railway	$250,000
Other land companies	75,000
	$365,000

VANCOUVER'S FUTURE.

The question is often asked what is there to sustain a large population at the terminus, and from what sources will its strength be received? We have referred to the expenditure made this year by the railway company. This will continue during the next year. The plans are drawn for round houses, and shops similar in pattern to those of Winnipeg, costing several hundred thousand dollars. Tenders will soon be invited for the erection of the depot and freight buildings and the general offices of the Pacific Division. A scheme for an elaborate system of wharves, sufficient to meet the requirements of the Oriental trade, is now under discussion. These works will involve a heavy expenditure; will require a large force of men to construct them, and the city's population will be greatly augmented by the army of operatives that will find employment in connection with the work.

THE LUMBER INDUSTRY.

Three saw mills, having a capacity of 45,000,000 feet of lumber, are now operated within the limits of the city. The Moodyville saw mill, with a capacity of 25,000,000 feet, although outside the city's limits, might fairly be reckoned as an industry that will add to our support.

A glance at the map will show the commanding position Vancouver holds with reference to the timber lands of the province. The growth of three hundred miles of coast land, stretching to the north, estimated at 90,000,000,000 feet, B. M., can be rafted down through sheltered channels without danger or loss in towing to the mills of Burrard Inlet; with this supply to draw from mills will spring up rapidly, making Vancouver the manufacturing centre and the chief distributing point for the lumber trade in British Colambia. The markets of the old world are open to the manufacturers of the Pacific; whilst the construction of the railway opens up a new field in the prairie lands of our Northwest. It might here be mentioned that this industry, in an indirect way, gives to the people of Vancouver cheap fuel. Ships coming from Australia for lumber bring coal in ballast, which is sold at a slight advance on cost, being placed on the wharf at $4 per ton, causing competition with the home coal to the benefit of the consumer.

It is impossible to compute the immense benefit Vancouver will derive from this industry, both in the increased value of exports and population. Cheap lumber not only will aid in the increased number of buildings but will tend to the establishing of industries in which lumber forms an important element.

FARMING LAND.

The choicest lands in the province lie to the south of the city. By the construction of roads south from False Creek, a distance of five miles, the produce of the rich Delta lands of the Fraser, Lulu and Sea Islands, comprising an area of many thousands of acres, can be diverted and made to swell the volume of the city's wealth. Space will not permit one enumerating other features that will go towards the support of the city. The development of the coal measures of the Coal Harbor peninsula The establishing of car manufacturing works for the Canadian Pacific Railway and the consequent reduction of the iron ores in the vicinity to supply the raw material. The establishing of wholesale houses for the mainland trade, and the development of the shipping interests.

The people have a keen eye looking towards the rapid growth of the city. Active steps are being taken by the corporation in setting the city in order for the coming population. Amongst other works to be undertaken during the coming year are the construction of water works; a comprehensive system of sewerage; the opening up of streets, the construction of carriage drives; the improvement of the City Park, a magnificent property of 500 acres set apart by the government for this purpose, and the lightning of the city by gas and electricity.

THE POPULATION

now numbers 2500. Men gathered from all parts of the continent, all animated with the one desire of seeing the city prosper; their pulses throbbing in expectancy for the great things that are coming; satisfied with the unprecedented record of the past year but determined to eclipse it in that on which we are now entering.

CIVIC OFFICERS FOR 1887.

At the recent civic election the following gentlemen were elected: Mayor—Malcolm A. Maclean.

Aldermen—L A Hamilton, Dr Lefevre, Jos Humphries, Jos Mannion, Robert Clark, R H Alexander, E Saunders, G H Lockerby, D Oppenheimer, I Oppenheimer.

City Officials—Thos F McGuigan, Clerk; Geo F Baldwin, Treasurer and Assessor; J P Lawson, City Engineer; John Boultbee, Police Magistrate; J J Blake, City Solicitor; J M Stewart, Chief of Police (weighs 300 lbs.); John McLaren, Sergeant of Police (weighs 200 lbs.); J H Carlisle, Chief of the Fire Brigade; A W Cameron, Fire Engineer; Owen Hughes, Steward of Hospital.

FINANCE—RECEIPTS.

The revenue of the city since its incorporation from various sources has been: Licenses (about)	$ 5,000
Police Court, &c	2,000
Sale of Debentures	80,000
	$87,000

This sum has been expended in salaries, sundries, street improvements and other corporation requirements.

HEAVY RATEPAYERS.

Canadian Pacific Railway Co. assessed value, about	$1,000,000
Hastings Saw Mill Co.	250,000
Oppenheimer Bros.	125,000
Brighouse & Hailstone	100,000
Major Dupont	75,000
Dr. Powell	75,000
John Morton	60,000
H. V. Edmonds	50,000
G. E. Corbould	30,000
J. W. Horne	30,000
C. G. Major	25,000
E. Crow Baker	25,000
W. B. Wilson	25,000
R. H. Alexander	25,000
Gilmore & Clark	20,000
Royal City Planing Mills	20,000
Mrs. Wilson	20,000
Dr. Milne	15,000
Alex. Johnston	15,000
Abrams & Co	15,000
Jos. Griffiths	15,000
E. McKendry	10,000
John Dougall	10,000
Gideon Robertson	10,000
R. Springer	10,000
Wm. Power	10,000

PRINCIPAL BUILDINGS.

Amongst the principal buildings erected since last June's fire the City hall, Fire hall, Presbyterian church, Catholic church, Public school, Oppenheimer Bros.'s brick block, Tye & Co.'s brick block, A. G. Ferguson's brick block, Gilmore & Clark's brick block, Templeton & Co.'s brick block, Capt. Crichton's brick block, Capt. Tatlow's brick block, the Horne brick block, the Holman brick block, the Sunnyside Hotel, the Gold House, the Dougall House, the Syndicate, the Regina Hotel, the European Hotel, the C. P. R. Hotel, the Brunswick Hotel, the Carter House, the Leland House, the Cosmopolitan Hotel, the Central Hotel, the Burrard House, the Bodega, the Granville, the Terminus, the C. P. R. offices and Bank of B. C., H. Abbott's residence, A. G. Ferguson's residence, Mr. Poulin's residence and many others.

Buildings under construction: C. P. R. Hotel, Angus & Co.'s warehouse, George Byrne's brick building, Hudson Bay Co.'s store, Y. M. C. A. hall, Bank building and a number of minor buildings.

We should not be doing the enterprising city of Vancouver justice did we not refer to its press in closing this chapter. Already our sister city boasts of a couple of dailies—the *News*, a morning journal, and the *Advertiser*, an evening journal—and a very creditable weekly—the *Herald*. These are deservedly well patronized by the go-a-head Vancouverites.

DOMINION LANDS.

Progress of Settlement in the New Westminster District.

In an interview with Mr. H. B. W Aikman, the efficient local agent of the Dominion Government at New Westminster for the administration of "Dominion Lands" our representative gathered the following valuable information in respect to that branch of the public service. During the past season 50,000 acres of land have been surveyed in New Westminster District, principally on the north side of the Fraser. In addition, upwards of 700 miles have been run by Dominion land surveyors in the Yale, Kamloops District. One hundred and sixty *bona fide* settlers in New Westminster District have obtained entry since the 1st of Aug. last, the date upon which actual entries commenced to be granted, and townships are being opened for entry as fast as the surveys are confirmed. About fifty of these actual settlers are expatriated Canadians with their families who have left the wind swept prairies of the Western States to return to their allegiance under the old flag. The remainder are principally from the eastern Provinces and Great Britain, and, as a whole, they are apparently just the class of settlers desired in this province, and many of them have families. The probabilities of a large emigration—particularly from the places above mentioned—is most encouraging. The area of land in the district suitable for agricultural purposes, may be estimated at 700,000 acres. Speculative squatters, who have been endeavoring to hold lands for the purpose of selling their so-called rights to incoming immigrants, are being rapidly weeded out, and good sterling settlers are taking their places.

Bullion Exported.

The bullion exported from the province for the current year, by months, was as follows:

	G. G. & Co.	B. B. C.	B.B.N.A.
Jan	$ 22,105 53	$ 9,884 29	$
Feb	11,263 03	7,831 41	2,150
Mar	21,138 96	9,180 04	245
Apr	36,247 16	18,130 36	1,984
May	29,735 92	29,501 43	3,371
June	16,008 25	28,213 27	725
July	30,764 14	29,650 95	7,067
Aug	27,434 40	42,834 81	5,571
Sept	27,446 63	52,245 35	7,063
Oct	41,312 40	66,072 23	8,447
Nov	55,830 67	50,547 91	10,225
Dec	10,840 06	30,306 13	1,670
	$330,127 15	$374,398 18	$48,518

Garesche, Green & Co.	$330,127 15
Bank British Columbia	374,398 18
Bank B. N. A.	48,518 00
Total	$753,043 33

For the year 1884 the exports of bullion amounted to $613,305.78, and for 1885 $594,782.52. This year's export shows an increase of $153,250.81. To the total sum exported through the banks should be added one-fifth more, estimated to be the amount carried out of the country in dust by miners. This would make a total of $904,043.33, a sum which, no doubt, will be largely increased during the incoming year, if the signs of the times can be read aright.

HOTELS AS AN INDICATION OF OUR PROGRESS AS A PROVINCE.

In 1876 the number of registers published were 13. In 1880 the number had increased to 90. In 1886 there were 120 bound. We are now preparing paper for the issue of 1887, during which year 150 hotels will be supplied free if ordered before the 1st of January. R. T. Williams, publisher, Broad Street. *

SPORTS AND PASTIMES

Local Happenings in Athletic and out of Door Sports for the Year.

What was Done by the Several Local Clubs in Lacrosse, Base Ball, Cricket, &c.

New Year does not, at first sight, appear a very suitable season for British Columbians at all events, to discuss outdoor sports. We cannot here emulate the enthusiasm which in England carries on football through almost the entire winter, nor have we the ice and snow which give to our brethren of the eastern provinces the delightful succession of healthy vigorous amusements—skating, curling, tobogganing, snowshoeing, etc.—which mark the typical Canadian winter and find their culmination in the Montreal Carnival. No spacious rink invites the skater to the execution of graceful figures or phenomenal gymnastic evolutions; no miles of frozen stream tempt him to lengthy flights of speed; no precipitous toboggan slide affords to the venturesome the peculiar sensation of sitting for a moment upon nothing with a possible chance of broken bones at the bottom. A fall of snow is usually to us but an evanescent curiosity; here to-day and gone to-morrow. The tinkling of sleigh bells rings in our ears an unaccustomed sound, and with the snow ball we are little more familiar than with the boomerang. Yet, though at this season our means of exercise are limited, and the majority of our sports relegated to limbs, perhaps that very fact makes the time a suitable one for looking back over the summer and observing what athletic sports have attracted the attention of our young men; what societies afford them the opportunity of physical culture, and what measure of support these institutions receive.

First, then, let us look at two institutions, each of which supports a gymnasium.

THE VICTORIA ATHLETIC CLUB

utilizes for this purpose a spacious building near the electric light engine house on Yates street. This club has now been in existence for nearly three years and numbers thirty members, with hopes of adding at the new year about twenty more. The gymnasium is about 75 feet long and 30 in width with a good sized dressing room at the end. The apparatus includes horizontal and parallel bars, trapezes, ladders, rings, spring-board, jumping poles, boxing gloves, Indian clubs, dumb bells, etc., etc. Among the members, Mr. Weiler is a proficient upon the slack wire; and Mr. Shade has won a medal offered by the club for a ten-mile walk; his time being 1 hour, 40 minutes, 15 seconds. On the Queen's birthday this year a successful athletic meeting was held; and a public exhibition during the present month for the benefit of an injured man netted $85. This institution is one in every way deserving of public support and it is to be lamented that such encouragement is not more freely accorded to it. None of the club's public entertainments has appreciably augmented its resources, nor is the membership nearly so large as it ought to be. Too many of our young men seem more alive to the attractions of concert halls and smoking at street corners than to the pleasures and advantages of healthful exercise.

THE Y. M. C. A. GYMNASIUM

is a spacious apartment of remarkably neat and pleasing appearance, and fitted out with all the customary appliances. Conspicuous among the apparatus are the parallel bars, a splendid piece of workmanship manufactured at Boston, to the stability and comfort of which an iron platform materially contributes. Instructions on these is given by a member, and instruction in other departments is expected shortly to be obtained. The central position of this gymnasium, and the numerous other comforts and advantages obtainable in the Y. M. C. A. building should prove attractive to those who seek mental as well as physical recreation on the same evening.

AQUATICS.

Beyond a few professional races (upon which we do not propose to touch, our object being to treat of amateur athletics) the sole aquatic event of the year was the regatta upon the occasion of Sir John Macdonald's visit. Several of the items produced very interesting contests; particularly the Indian canoe races (in one of which a couple of crews of the fair (?) sex had a most exciting struggle at the finish) and those between the boats of the Royal Navy, which turned out in force. The professional single sculls did not come off, and a city four won a very creditable victory over the ward room and gun room officers of the fleet. The regatta was an unquestionable success for which the management deserve great credit, and the torchlight procession in the evening was a brilliant conclusion to a delightful holiday.

With such advantages as we possess, it is much to be regretted that nothing systematic is here done to encourage rowing. Ambition seems in few cases to soar above paddling about in a pleasure boat. Of course we have not the wealth and leisure to support a yachting club, but surely we might have at least one society of disciples of the oar. There is not, probably, in the whole world a single British town or settlement of equal size which, possessing so perfect a stretch of water as we have at our very door, has no rowing club. There ought to be two here at the very least; but even one, with club races, in default of outside opponents, say twice a year, would do something to abolish the present stagnation.

LACROSSE,

evolved from an old Indian game as base ball has sprung from rounders, and played clean through the scorching summer of Eastern Canada to the very snows of winter, with an enthusiasm which has gained for it the epithet "national;" is a sport which, being short and exciting, attracts the interest of the spectator, however ignorant of its principles, and is everywhere sure of a certain amount of popularity with the general public. In our climate there is scarcely a week in the year when a game of lacrosse would be an impossibility; it makes no very great demand upon the players' time in any one day; it requires a player to keep himself always in a good condition of wind and limb; and when a few more clubs spring into existence in the province we shall doubtless see lacrosse attain an assured position in our midst. The Victoria Lacrosse Club was organized early this summer and has nearly forty members. In the one foreign match, against Vancouver, the "enemy" included several good eastern players, and our representatives were defeated by three games to one. As in other departments of athletics, difficulty is found in getting men to turn out for practice. This complaint is universal among Victoria athletes, and is only curable by securing outside opponents within reasonable distance so as to arouse interest and emulation.

BASE BALL

is worthily represented among us by the Amity, James Bay and Rock Bay clubs. Local games among these are frequent, but the first named alone encounters our cousins across the border. The Amities, having their matches spread pretty well over the season, are assiduous and regular in practice and reap their reward in being a thoroughly efficient team. With an extra good pitcher, and strong in every department of the game, they are probably equal, if not superior, to any amateur base ball team in Canada. Five foreign matches were played this year. Of two with the Seattle "Reds," the first was won by a score of 12 to 4, and the second, through rain, ended in a draw. Of three games with the Portland B. B. C., one was a victory by 16 to 12; the other two, both to the enemy's territory, were lost. The game is played in Victoria in a good spirit. The spectators are sparing of their "compliments" to the umpire, and that individual has no such need of an accident policy and a body guard as is sometimes felt in the great republic.

FOOT BALL.

Association foot ball is not seen at Beacon Hill. The Victoria Rugby Union Foot Ball Club played this year five games. On Jan. 2d against the Fleet, they lost by 3 "tries" to 0; the return in February being a victory by 2 goals and 2 tries to nothing. In the autumn games, H. M. S. Triumph was beaten by 2 goals to 1; the Fleet won the next week by 2 goals to 1 goal and a try, and the blue jackets of H. M. S. Cormorant were defeated by a goal and seven tries to nothing. It is found impossible to get up decent practice games, so that the fifteen in a match are seen at a disadvantage, and it is remarkable that they play together so well as they do. There are many capital players in the club, which can put into the field a team of considerable strength. By the foot ball men and their friends of the navy are organized occasional Paper Chases, which are beneficial to the wind and endurance of the players. In two of these the distances were about 16 miles and 8 miles respectively. In the longer of these runs one of the "hares" was, if our memory serves, Admiral Sir M. Culme-Seymour, who seems to have given his juniors a pretty stiff run.

CRICKET.

Last, but not least in any British community, we come to the national game of England, in which the Irishman and the Scotchman also participate though seldom in the first rank and in which a section of its Australian devotees have attained a high degree of proficiency. Outside of Philadelphia, with its five great clubs, there is little good cricket in the United States; but the men of the Quaker city were strong enough to send a team in 1885 to play matches against some of the amateur eleven of England with very creditable success, and next year a similar expedition sets forth from Eastern Canada, composed mainly of men who have shared in three consecutive yearly victories over the representatives of the U. S. In Victoria with individual players as strong as those of any community on the continent we have no ground, and, except our friends of the navy, no outside opponents that can be counted upon. With the greatest difficulty can two elevens be assembled for a Saturday afternoon, and none but old players can hope for more than occasional success with the bat upon a pitch which must be covered with matting, with the ball upon ground where no foothold can be obtained, or in the field where the ball jumps in every direction and in running for a catch one runs also the risk of a step in a hole and consequent "ground and lofty tumbling." Nevertheless good cricket is not seldom to be seen even in our local games, though to the uninitiated spectator they are for the most part uninteresting in the extreme. Of about sixteen games in 1886, but four were of the nature of an outside match. In two encounters at the beginning of the season the eleven of H. M. S. Triumph suffered defeat on the first innings by 6 and 105 runs respectively. On each of these occasions the vanquished were playing up well with every prospect of making a good fight had time permitted the game to be finished; but their veteran captain recognized the fact that they were unequal to standing against a representative Victoria eleven, and when in two subsequent games they were reinforced by several old army and navy men, defeats by 70 runs and again by 40 and 4 wickets proved the correctness of his conclusions. Mr. J. W. Sinclair has the capital batting average of 48 and upon one occasion made the remarkable score of 126 (not out) of a total of 203 runs in just two hours. Captain Rose has the excellent average of 23, and not far behind are Lieut. Gaisford and Mr. Irving. Mr. Sinclair also heads the bowlers with 49 wickets costing 4½ runs each; Messrs Bovill, Gaisford, Pooley and Campbell, have also over 20 wickets each and Messrs Eberts, Helmcken and J. Martin were most effective when they played.

In conclusion, we have only to say that while athletic pursuits flourish among us to a certain extent and confer an undoubted benefit upon a portion of the community, yet there is a lack of organized effort and public support and encouragement which proves that our opportunities of recreation and physical culture, advantages without the utilization of which no people can maintain its vigor and its position in the front rank of humanity, are but feebly appreciated. May time provide a remedy.

Victoria Transfer Co.

(LIMITED.)

REDUCTION OF Hack Rates.

The following exceptionally low HACK and LIVERY RATES will apply until further notice:

From the Stand to any point within the city limits, one person	75
Driving by the hour, each hour	$1 00
Dinner Parties and Theatres, to and from	1 00
To Trains and Steamers, each person	50
Balls and Parties, each Carriage	2 00
To and from Church, each Carriage	1 00

Hacks furnished any hour of Day or Night.

TELEPHONE CALL 129.

Regular customers having monthly accounts of over $15 will be entitled to a discount of 10 per cent. on above rates.

Having a large number of Carriages, the Company are always in a position to fill an order. nov17

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OPTICIAN, 207 Fort Street, between Broad and Douglas, Victoria, B. C.

Perfected Spectacles and Eye Glasses always on hand and carefully adjusted to sight; twenty-five years' experience in optics. Satisfaction guaranteed. ☞ OPTICAL GOODS OF EVERY DESCRIPTION. dec28 3m

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OXFORD SOAP WORKS, WOODSTOCK, ONT.

D. Richards, Manufacturers

MACHINES ON HAND

A. A. CLEARIHUE Agents, Yates street Victoria, B. C. Dec 1 1886

OUR UPPER CAPITAL

History of Kamloops—Its Sponsors and What they Did for It.

The Hudson Bay Company's Traditional Motto: "Trade."

Early Big Bend Excitement—Kamloops' Pioneers—Who They Were.

Progress of the Town—Its Industries and Commercial Location.

Probably, if reports be true, no institution having performed so much in the line of trade, has accomplished so little toward developing the resources of their environment as the Hudson Bay Company. The policy of this company was in no way burdened with sentimental considerations. "Trade" was their motto, and they extended their operations in this respect to the utmost points of British North America. Their trade was confined almost exclusively to the Indians, and their entire efforts were directed toward the perpetuation of a monopoly of that trade alone. From a business point of view we are quite in accord with a policy so eminently calculated to produce big dividends; but on the broader grounds of humanity it is a matter of congratulation that it lies not in the power of any man or corporation to stay the westward course of the empire.

The above introductory remarks to our subject,

THE HISTORY OF KAMLOOPS,

have been prompted by the consideration of the fact that the initial movement of civilization in British Columbia was begun by the Hudson Bay Co., and that their trade policy was not calculated to develop the localities wherein their business was transacted. Kamloops is unquestionably a child of the Hudson Bay Co. The company located a trading post at the junction of the North and South Thompson rivers in 1863. The place necessarily had to be named, and the Hudson Bay factor, temporarily descending from a bale of dry goods, scaled Parnassan hights, and behold, the euphonious appellation of Kamloops was evolved. Kamloops, it should be understood, is an Indian word signifying the meeting of the waters, which interpreted into hard English means the junction of the North and South Thompson rivers. The propriety, therefore, of giving the post the significant and somewhat poetic appellation is at once apparent. We congratulate the factor on being able to so far relax his business rigidity as not to have called the town after some honored member of the company. That the Hudson Bay nursed their creation with regard to its speedy growth, the records do not show; indeed, if current gossip may be taken as authority Kamloops' status in the affections of the company was that of a step child rather than a natural offspring. The poetic predilections of the Hudson Bay factor were always subsidary, when it came to business; and, consistently with this principle, he, and his successors, never regarded Kamloops in any other light than a necessity imposed upon them by business considerations. Had the policy of the company been to expand the country in which they were settled the simplest business principles should have prompted them to push Kamloops' growth. But no; the company held the child at arm's length, and if she manifested the least disposition to buy a pelt she was curtly requested to confine herself to pursuits not in conflict with Hudson Bay dividends. But notwithstanding the monopolizing tendencies of the Hudson Bay Company, a man by the name of McKenzie had the temerity to start a rival store, and by the time Kamloops had entered her third year, 1866, she was able to toddle around, slightly bow-legged perhaps, but quite vigorous withal.

THE BIG BEND EXCITEMENT

broke out, and parties bound for that locality found Kamloops a convenient place to purchase supplies. Later on these same miners, broke and disgusted, retrograded on Kamloops, and their eyes being opened by adversity, they discovered virtues in the neglected child of the Hudson Bay Company, which, in their haste to the mines, they had completely overlooked. Among the returned miners who thought he saw latent indications of robustness in Kamloops' attenuated anatomy was Jas. McIntosh. Glancing into the future he saw Underdonk's graders, and his ears tingled with the clang of the locomotive's bell. At that time Kamloops was a little short of drapery; lumber there was none, unless we except that which was whip-sawed; flour, too, was worth $30 per 100 pounds. Lumber and milling consequently appeared paying enterprises, and in due course the Shuswap Mills, the original shareholders of which were J. A. Mara, Jas. McIntosh, W. B. Wilson and J. Ussher, became a feature of the place. But, chronologically speaking, we are going too fast.

THE SHUSWAP MILLING COMPANY

was not formed until 1878, whereas the Hudson Bay Company, as early as 1866, had built the Martin, a large stern-wheel steamer. This steamer is said to have cost $75,000—five times as much as it would cost now a days for a boat of the same class. The company ran the Martin for a year or so, when they sold her to F. J. Barnard, who proposed using her to facilitate the building of a telegraph line up the North Thompson river. This project fell through, however, and the Martin was relegated to her former occupation—a trader. Finally, in 1876, she ran against a rock and sunk. Subsequently she was raised by Mr. McIntosh, who beached her. Last year she was broken up. What there thus still remained of her that was good was used on the Kamloops, a large stern-wheel steamer built to meet the increasing trade caused by the building of the Canadian Pacific railway. Along with the enterprises of the period which are worthy of mention was the building of the Tranquille Saw and Flour Mills. Mr. MacIntosh was interested in these mills, his partner being Mr. Wm. Fortune, the present proprietor. These mills are really the pioneer mills of this locality, the Shuswap Mills, as before stated, not being built until 1878.

Up to 1872 Kamloops had not made much progress as regards

HOUSE BUILDING.

At that time there was only one building outside the Hudson Bay fort, on the present town site. During this time, however, the government surveys were in progress, which contributed materially to the free circulation of money. To add still further to the town's importance a wagon road was built from Savona to Okanagan, and afterward, in 1875, was extended to the Mission. In the spring of 1872 Messrs. Mara & Wilson opened their mercantile establishment in Kamloops. From a mere country store this institution has developed into one of the largest wholesale and retail houses on the mainland. Mr. Mara is now sole proprietor of the business, having purchased Mr. Wilson's interest in 1881. But Mr. Mara has not confined himself wholly to mercantile pursuits. In connection with two other gentlemen, among whom was Capt. Irving, the steamers Peerless, Kamloops, Skuzzy and Spallumcheen, were built, and though the completion of the railway has certainly injured their trade it is more temporary than permanent.

The beginning of 1880 was signalized by the building of the Canadian Pacific railway. This tremendous undertaking gave employment to thousands of men—a revival of business was the result, and in fact the country was not equal to the demand made upon it for men and eatables. Flour and vegetables of all kinds more than doubled in value, while as for

EGGS AND CHICKENS,

they brought the fanciest of prices. But it was not until 1883 that building became epidemic in Kamloops. Three hotels were built that season, making five in all; three dry goods and grocery stores went into operation, and two drug stores. The *Island Sentinel* abandoned Yale that year for Kamloops; a fine hospital and court house were built, and this year a $1,700 school house was added to the list of public buildings. People were getting to be "mashed" on Kamloops, and when later on the C. P. R. put in an appearance, saying "Kamloops, you haven't room enough for us; you must come out on the Peterson flat." While there was some kicking the general impression came to be that the railway was right. Last spring

THE PETERSON FLAT

was guiltless of a building, save a hut or two. At present writing it can boast of two hotels of 75 and 85 feet frontage respectively, and first class in their appointments. The railway company also have built a commodious boarding house, and six cottages for the use of employees. A photographic studio is another feature of the place, and a bakery also is in progress of construction. It is needless to add that the hospital, court house and school house are on the new town site. The railway company, we understand, contemplate building more cottages in the spring and these in connection with improvements projected by private individuals, will invest Kamloops with an architectural dignity surpassed only by Victoria and New Westminster.

The situation of Kamloops geographically, is such as to command the trade of the larger portion of the interior. A railway from Kamloops to Cariboo is contemplated. Should this scheme mature it is difficult to estimate the benefits that would accrue to the town. Not to mention the effect this road would have to stimulate the settlement of localities too remote to be available; it would open up a mining and lumber region, and render accessible a field for exploration which is practically *terra incognita*. The thorough prospecting of the region between

KAMLOOPS AND CARIBOO

is not a matter of a few months, but years. Prospectors have been over this ground, returning as bootless as they went; but they are still hopeful, claiming that so vast a scope of territory to prospect over involves more time and money than, they have at their disposal. Of the countless creeks and canyons which distinguish that entire region, and which we have every reason to believe are as rich as Williams' Creek we know nothing, nor never can, until the country is pierced either by a wagon road or a railway. It is not impossible that Williams' creek was an isolated placer, but it is extremely improbable. The convulsion, or wash, which supplied Williams' creek with its golden sands formed analogous deposits somewhere else, and the time is not far distant when they will be discovered. Desirable, however, as placer mining is, as giving the poor man a chance, the development of our quartz lodes is a matter of great industrial importance. This variety of mining, while it has none of the golden pyrotechnics of surface diggings is of a more lasting character. This last summer, if there has been any excitement over our mineral prospects it has related to quartz alone.

IN NICOLA VALLEY

two claims have been recently prospected and indications point to the ultimate erection of reduction works. From Cheery Creek, in the Okanagan district, reports come of good strikes, and doubtless next year will witness considerable activity toward the development of these ledges.

The condition of Scotch Creek remains unchanged, but it is universally conceded that the gold is there if it could only be got at; Scotch Creek is not a poor man's creek. Capital is required to develope that locality properly.

British Columbia as an entirety is

NOT A FARMING COUNTRY,

but, notwithstanding its deficiency in this respect, it is capable of considerable expansion. Heretofore the demand for farm produce was more than met by the supply. Now, however, that the railway places the interior in direct, and presumably, cheap communication with the seaboard markets, it is the fault of the farmers alone if they are not able to compete with Oregon and California. As the mining industry for several years to come must be attended with more or less uncertainty as an investment, it is pre eminently desirable that farming in all its phases should be encouraged. To effect this freight rates must be cut down to the lowest possible point and the problem of the water supply solved.

Whether the solution of the water supply lies in the sinking of artesian wells or in the tapping of the lakes and rivers, is still an open question; but one thing is certain, one of the two methods are required that our waste lands may be made productive. In our judgment the experiment of artesian wells should be tried first as probably entailing the least expense; and this failing, the sure, but more expensive, method of tapping the lakes and rivers be adopted. Owing to causes which need not be explained here, and which in fact are not permissable, for want of space, it is not at all likely that private enterprise in the immediate future will attempt a solution of the water supply for

PURPOSES OF IRRIGATION.

The government will have to take hold of the matter. Did space permit we could give some figures showing that the enterprise would pay. In general terms it is quite as incumbent on the government to encourage and assist enterprises of this kind as that of railways. It is the sentiment, we believe, of every citizen that the Government do take steps in this direction at an early day.

To conclude this brief and imperfect sketch of Kamloops, we have no hesitation in predicting for the town a rapid and substantial growth. Our climate is unsurpassed; our stock raising facilities are unequalled; our mining prospects, silver lined; our agricultural features capable of expansion; our horticultural capabilities limitless. If these, with proper attention thereto, are not sufficient grounds for the belief of a bright future then we submit that British Columbia is a "sea of mountains," a fit habitation only for the noble red man.

OUR FINANCES.

Estimated Receipts and Expenditures for the Current Financial Year.

For the financial year, 1884-5, the total receipts of the Province of British Columbia, from all sources was $602,797.49, and the expenditures $656,025.15, showing an expenditure over receipts of $53,227.66.

The estimated revenues and expenditures for the current financial year, 1886-7, places the revenue at $576,161.05, and the proposed expenditures at $710,524.50—an excess of expenditures over receipts of $134,363.45. Following are the heads of the various accounts in receipts and expenditures:

HEADS OF RECEIPT.	
Dominion of Canada, annual payment of interest @ 5 per cent.	$20,151 05
Dominion of Canada, annual payment of subsidy to Gov'mt and Legislature	35,000 00
Dominion of Canada, annual payment of grant per capita	48,000 00
Dominion of Canada, annual payment for lands conveyed in trust	100,000 00
Land sales	100,000 00
Land revenue	5,000 00
Rents, exclusive of land	200 00
Rents, ferries	200 00
Rents, timber leases and licences	6,000 00
Free miners' certificates	24,000 00
Mining receipts, general	10,000 00
Licences	30,000 00
Fines, forfeitures and fees	6,500 00
Sale of government property	400 00
Reimbursements in aid	5,000 00
Miscellaneous receipts	1,200 00
Marriage licences	1,400 00
Road tolls	10,000 00
Arrears of real estate tax, 1 per cent., 1885, 1886	50 00
Provincial revenue tax	75,000 00
Real property tax	20,000 00
Personal property tax	20,000 00
Income tax	1,500 00
Wild land tax	10,000 00
Printing office receipts	1,700 00
Law stamps	8,000 00
Registry fees	15,000 00
Survey fees	500 00
Asylum for the Insane	100 00
Interest on investm'n of sinking fund	6,500 00
Tax sale deeds	100 00
Supreme Court fees	2,500 00
Real estate tax redemptions	100 00
Revenue service refunds	60 00
Dominion Government, refund under the Chinese Restriction Act	2,000 00
Total	$576,161 05
EXPENDITURES.	
Public debt	$ 72,313 00
Civil government (salaries)	62,290 00
Administration of justice (salaries)	75,139 00
Legislation	19,800 00
Public institutions (maintenance)	9,650 00
Hospitals and charities	21,250 00
Administration of justice, other than salaries	30,000 00
Education	94,405 00
Transport	3,150 00
Rent	48 50
Revenue services	7,000 00
Public works	225,350 00
Miscellaneous	69,830 00
Total	$710,524 50

The Little Pups of the Prairie.

Fred Faul, a California sheep owner, found a coyote's den, and in it seven very young coyotes. His shepherd dog Flora, who had recently given birth to seven pups, four of which had been killed, was with him, and she at once showed great interest in the young coyotes, licking and fondling them, and at length lying down and suckling them. The little fellows were carried to the house, Flora showing great solicitude meanwhile. There they were put in a box and a bed of straw, and their foster mother, abandoning her own offspring, who are being brought up on a bottle, is giving much time and sustenance to the little pups of the prairie.—New York Sun.

The Cossack's Delight in Wolf-Hunting.

The Kirgese and Cossacks who dwell on the Orenburg plains take great delight in wolf-hunting. They mount their fleet little horses and set forth with heavy clubs. When the snow is deep and does not have a firm crust a wolf is easily run down, as he sinks into the snow at every step and soon becomes exhausted. He finally sits down on his haunches and quietly waits for the fatal blow of the club.—Chicago News.

VANCOUVER ISLAND

Its Early History—Spaniards in Possession of the Coast.

Numerous Voyages of Discovery Made by Early Navigators.

Spain's Power Passed Away—Quadra Island—The 1852 Convention.

The Oregon Boundary Dispute—Victoria Made a Free Port.

How few of us now ever think of Spain; yet no nation has been more connected with our northwest coast. For nearly three centuries, Spain asserted that she had sovereignty over the whole western side of the North American continent, as far north as the 61st degree of latitude. Strange is it to reflect that as lately as 1790 Russia apologised to Spain for the violation, by Russian subjects, of Spanish territory north of us, immediately south of the above degree, and that within the life-time of some of our readers, in 1819, Spain ceded to the United States all her pretensions to any territories west of the Rockies and north of the 42nd parallel of latitude. Now, the power of Spain has passed away from the North American continent altogether.

The claim of Spain originated, as some of our readers know, in virtue of a Papal grant of the whole of the continent, but England and France, at an early period, contested the claim and came to occupy principally the northeastern part of the continent, leaving the southwestern part of Spain. Out of this state of things the political history of the northwestern part to the continent emerges—a history so little known to the public that we may mention some of the main facts. Many of our readers are familiar with

"QUADRA" STREET

without knowing, perhaps, who, or what, was "Quadra." The history comprises long international discussions, which we need not follow, respecting rights acquired by discovery, exploration and settlement, ended finally by the people of British extraction pushing all the others into corners or off the surface of the continent. A well informed teacher in our High school, wishing to instruct pupils in the history of the North American continent, might unravel the whole by taking as his starting point—for instance the name of the street above mentioned. It is not the knowledge of isolated dates and facts, but the appreciation of the connected story that makes history useful as well as interesting to the student.

Why, for instance, was Spain once such a power in the Northwest? Naturally, Spain having possession of Mexico felt her way northward, along the Pacific coast. Numerous voyages of discovery, beginning with that of Maldonado in 1523, and ending with those under Galiano and Valdes in 1792, and under Perez, Heceta and Quadra in 1775—some of which names are familiar in our charts and newspapers—were undertaken by the authority of Spain, along this coast. The gigantesque name of Commandant Quadra was Juan Francisco de la Bodega y Quadra, and for some time

VANCOUVER ISLAND WAS CALLED QUADRA ISLAND.

He was one of the commandants who supervised the stray Spanish settlements established along the coast for Indian trade. The power of Spain received a severe shock in this part of the world about the end of the last century Spain did what no prudent foreign power should do; she meddled with a trading Englishman John Meares, who in 1788 established himself temporarily at Nootka Sound to build a vessel. The Viceroy of Mexico next year ordered him off and confiscated his property. Hence much trouble between the countries ended by the convention of 1790 which indemnified Meares and gave Englishmen free access to the coast. In 1795 Spain withdrew from Vancouver Island, and ceased to make settlements so far from Mexico. War ensued between Great Britain and Spain in 1796, and the power of the latter in this part of the world was not again asserted. In 1819, as above said, she ceded her pretensions to the United States. Meanwhile Russia which had a settlement north of 61° crept down the coast to 54.40 ° within the territory thus vacated, which being observed by Great Britain gave rise to

THE CONVENTION OF 1825

defining the south boundary of the Russian territory on the northwest coast. This territory was sold by Russia to the United States in 1867, and is now called "Alaska." The famous cry in the United States "54.40° or fight" during the Oregon dispute referred to this line, and the same line now is part of the northern boundary of our province. So ended the shadow Spanish claim of sovereignty leaving nothing in this part of the world but some names on maps, and a certain Spanish aspect, here and there noticeable in the faces of a few of the Indians. The more organized sovereignty of Spain in Mexico did not last much longer.

Spain, being thus disposed of as a North American continental power, the turn of France came next. The stars worked in favor of the British or English speaking people. The French claims on the continent, except as to Louisiana and as to certain fishing privileges at Newfoundland, had been disposed of by the Treaty of 1763, which terminated an eventful and memorable war between Great Britain and France—a treaty from which, in reality, sprang Canada. France finally retired altogether from the continent (except as to the fishing privileges above mentioned) under the provisions of the Treaty of 1803, which ceded to the United States all the rights which France had to Louisiana (a territory ceded in 1762 by France to Spain but re-acquired by France). This was the wise policy of Napoleon the First, who, foreseeing the inevitable expansion and predominance of the English speaking race in North America, got rid of Louisiana, and kept only on this continent the Newfoundland fisheries as

A FRENCH NAVAL NURSERY,

and a little memento for the satisfaction of a gallant nation which had fought against fate. It looked at one time as if France would establish her dominion on the North American Continent, but this was not to be. Sir Edward Creasy should have included the battle on the Heights of Abraham among the decisive battles of the world. The successor of the great Napoleon—Napoleon the Third—was almost blind to the wider movements of the time in which he lived. With little insight and hankering after lost dominion, he intrigued against the United States during their civil war, and set up the empire in Mexico with the result that is known. The French never assumed authority on the Pacific slope, but, as will appear, the United States, in discussing the Oregon question with Great Britain, made certain claims in this part of the continent, as representing rights which it was ingeniously argued the French had, and might have, exercised.

We have thus briefly shown how it happened that both Spanish and French bade a reluctant, final adieu to the North American Continent, and our readers know that they soon were followed by the Russians. Two formidable figures were left to confront each other in the arena.

The vigorous contrivers of the expulsion of all intruders upon the continent but those who spoke English now alone occupied it, except, of course, the French private settlers, the Mexican and other so called aboriginal people. The question quickly arose "what would they do with it? Were they likely to get on together or meet in strife?" There were two sections, namely; the seceded British colonies that formed the corporation of the United States, and the incorporate, separately organized British Colonies, that remained under the Crown. In the eastern part of the continent treaties had defined the respective territories of Great Britain and the United States; but on the western side

THEIR TERRITORIAL RIGHTS

were undefined and did not press immediately for delimitation, as the territory was wild, and almost unoccupied. As time rolled on, however, the suitableness of the Pacific coast for settlement an trade gradually drew it into notice. Joint occupancy of the Columbia river region by the British and the Americans was provided for under the conventions of 1818 and 1827. During nearly 30 years abortive negotiations for a division of territory took place. The main dispute was ended by the Oregon Boundary Treaty of 1846.

Needless is it here to describe the negotiations that led up to that treaty. Their existence and prolonged character show the desire of both parties for an amicable settlement. The claims advanced on both sides were very indefinite, yet had a show of reason. The original and never abandoned claim of the United States was for the whole northwestern coast up to the Russian line of 54.40° north latitude. "54.40° or fight" was shouted on platforms but the claim was not pressed, as it was well known that Great Britain would have preferred to leave the issue to war rather than retire from the Pacific Coast altogether. The United States accordingly made several proposals of a compromise. Four proposals were made between 1818 and 1845, all of which mentioned the 49th parallel as the frontier, and some of which embraced a provision to make free to Great Britain any port or ports on the Cape of Vancouver Island, south of that parallel. This, as Sir James Douglas stated long afterwards, first suggested to his mind the making of

A FREE PORT AT VICTORIA.

The claim of the United States rested mainly on two allegations: (1.) The right of continuity westward to the Pacific that belonged to the old British colonies, now incorporated as the United States. (2.) The rights of succession to Spain in particular, but also to France, acquired by the United States, as stated above. On the part of Great Britain, it was denied that her old colonies, on the Atlantic, possessed this right of extension westward to the Pacific, or that France and Spain had any important rights to Pacific slope territory, not covered by their treaties with Great Britain and not annulled by events, which the United States could acquire by stepping into the shoes of those nations. But, in order to effect a compromise, Great Britain proposed the line of the Columbia river for a frontier, with an understanding that any port or ports on Vancouver Island, or on the mainland, south of the 49th parallel, to which the United States might wish to have access, should be made free ports. The ultimate arrangement by

THE TREATY OF 1846,

as is well known, left Vancouver Island entirely to Great Britain, and fixed the 49th parallel as the international frontier. Several details of this agreement were finally disposed of by the Washington treaty of 1873. It is a popular notion on this side of the line that Great Britain came off second best in these negotiations; but the result upon the whole may be considered satisfactory by an impartial historian who reviews calmly all the circumstances. It was a fair compromise which did not give one nation any reason to crow over the other. The claim of the United States included what now is British Columbia; the line she claimed was retracted southerly from what now is Alaska to the 49th parallel. The British receded in the compromise, northerly, from the Columbia river to the said parallel, abandoning their claim to what is now Washington Territory. It may be doubted if Canada to-day, as a matter of value, would exchange British Columbia, including Vancouver Island, for Washington Territory. The whole question generally is known in history as

"THE OREGON QUESTION,"

but the present State of Oregon was not claimed by Great Britain in the formal negotiations. The proposals and discussions were as above stated. Let us in conclusion lay here the ghost of a triviality which actually appears in books, and has become almost respectable by repetition. The credulousness of many persons is unbounded. By adopting and repeating myths they make history a mystery. A popular notion in this part of the world—prevalent more in Oregon than here—is that the winter ride of a missionary from Oregon to Washington, D. C., and the report of a day's bad fly-fishing by an English naval officer, on the Columbia river, had something to do with the international adjustment. The fact is no that international question, in modern days, ever was more thoroughly discussed, or better understood, by diplomatists on both sides. It was dealt with by the respective governments, from every possible point of view, during negotiations that lasted, as above shown, for nearly thirty years.

TERRITORIAL QUESTIONS.

The adjustment of territorial questions on this continent by the two stiff and touchy English-speaking nations concerned is, in its methods of prolonged discussions, renewed negotiations, joint occupancies, and anything to avoid the senseless arbitrament of war, a very creditable fact in the history of civilization during the Colonial epoch.

Chemistry for the Kitchen Maid.

To test the enamel or tinning of cooking vessels, etc., for lead, M. Ferdos suggests a drop of nitric acid, strong, placed upon the enamel or tinning, and evaporated to dryness by gentle heat. The spot where the acid acts is then wetted by a drop of potassium iodide solution—five parts iodide to 100 of water—when the presence of lead is at once shown by the formation of lead iodide.—New York Sun.

Prince Bismarck has sent a large photograph of himself to President Cleveland. It is framed in carved oak and bears the prince's autograph.—Chicago Tribune.

Hotels and Restaurants.

COSMOPOLITAN HOTEL,
KAMLOOPS, B. C.
Is situate at the junction of North and South Thompson Rivers, and is one of the most delightful locations in the Province. First-class accommodation for tourists. Stage meets all East and West trains.
sept4 1y J. T. EDWARDS, Proprietor.

NEW DOUGLAS HOUSE
WINNIPEG, MAN.
MOST CONVENIENTLY SITUATED FOR strangers visiting Winnipeg. Pleasant and cheerful rooms, giving a fine view of the chief thoroughfare of the city. Prices moderate for first class accommodation. Free 'Bus.
sept22 3m BENNETT & CO., Proprietors.

THE COLONIST HOTEL
BEACON HILL.
Lovely Scenery! Beautiful Surroundings!
A pleasant and healthful summer resort, overlooking Juan de Fuca Straits, and only one mile from the Postoffice, Victoria.
Families can be provided with suites of room at moderate charges. A first class Cook has just been engaged. Telephone call 547. mar22

The Gordon Hotel,
Johnson St., between Store & Wharf
WHERE "OLD BOB" will be found at his usual business of selling BAD WHISKEY, but good Cigars.
The undersigned cordially invites old and new friends to give him a call.
ROBERT McDERMOTT.
Victoria, January 8th, 1886. jan8

COSMOPOLITAN HOTEL,
Southeast Cor. Fort and Douglas Sts
VICTORIA, B. C.
Board and Lodging, per week.....$5.50 and $6.
Board, per week.....$4.50
Beds, per night.....50cts
No Chinese Employed.
The bar is supplied with the best Wines, Liquors and Cigars.
sep18 JOHN BEHRYMAN, Props.

ORIENTAL HOTEL,
AMERICAN PLAN.
Is the most desirable FIRST-CLASS HOTEL in the City.
TERMS MODERATE.
WM. McKEON & SON,
sept24 6m D & W Proprietors.

The Burrard Hotel
Corner Carroll and Cordova Streets.
VANCOUVER, B. C.
The Only First-Class Hotel in Vancouver.
may 19 MARTIN & BALFOUR, Proprietors.

Change of Business.
MR. STEVE O'BRIEN
Begs to inform his numerous friends that he has purchased the
Senate Saloon
Where he will be found in future, and will be glad to meet all his old friends and patrons. Nothing but first-class brands of Wines, Liquors and Cigars kept in stock.
Senate Saloon, Government Street.
dec9

Change of Business.
I DESIRE to inform my numerous friends and patrons that I have disposed of
UNCLE FRANK'S SALOON
to Mr. THOMAS BEBBINGTON, and would bespeak for him in the future that support which you have so generously afforded me in the past.
F. G. RICHARDS, Sr.
Referring to the above, the business will be conducted on the same principles as hitherto.
UNCLE FRANK'S SALOON,
LANGLEY ALLEY.
dec15 1m THOS. BEBBINGTON, Proprietor.

BELVIDERE
RESTAURANT,
YATES STREET,
Between Government & Broad Sts.
OPEN DAY AND NIGHT.
FIRST CLASS in every respect. Everything in season. Give us a call.
Meals from 25 cents upwards.
F. DAVIS,
sep18 6m Proprietor.

THE CLARENCE,
Corner Yates and Douglas Streets,
VICTORIA, B. C.
Frank G. Richards, Jr., Lessee
Tourists' Headquarters. New and Elegant in all its Appointments. Fully Supplied with all Conveniences of Modern Hotels. First Class in every respect.
PRICES MODERATE.
sept 3
Fronting on the Wharves of the California, Puget Sound and Fraser Steamers, Canadian Pacific and E. & N. Railway.

THE OCCIDENTAL.
THE HOME FROM HOME.
Corner Wharf & Johnson Streets.
JOSEPH BAYLEY, - - PROPRIETOR.
VICTORIA, B. C.
Largest and most convenient Hotel in the city. Everything new. Table well supplied. Bar and Billiard Room attached. Fire-proof building. Imported Edinburgh and Burton Ales always on draught. RATES—$1 to $1.50 per day, according to location of rooms. no16 1y

The St. Charles,
LEADING HOTEL
Of the Northwest,
Corner Front and Morrison Streets
PORTLAND OREGON.
200 ROOMS.
C. W. KNOWLES, Prop.
THE HOUSE has just been thoroughly overhauled from ground floor to attic, being repainted, papered and refurnished throughout. Twenty additional rooms on the west end, second floor, all entirely new in appointments.
AN OTIS ELEVATOR has just been introduced, with a capacity for carrying ten tons weight, making the upper floors as convenient as those on the ground.
THE ST. CHARLES, as now arranged, is undoubtedly the finest and most complete establishment of the kind in the Northwest.
THE RESTAURANT
In charge of CHARLES HEILMAN, is conducted in first class style and affords visitors every luxury known to the epicure. jan1

Portland Advertisem'ts.

Corbett & Macleay,
Importers and
Wholesale Grocers,
SHIPPING AND
Commission Merchants
PORTLAND, - - - OREGON.
june8 D&W

J. McCRAKEN & Co.
Importers, Wholesale Grocers and
Commission Merchants,
60, 62 and 64 North Front Street,
PORTLAND, - - - OREGON.
June 9

Dr. SPINNEY
Multnomah Block, opposite Post office,
PORTLAND, OREGON,
TREATS with the same remarkable success as of old, ALL CHRONIC, NERVOUS AND SPECIAL DISEASES. Correspondence solicited and prompt attention given thereto. Call, or write for pamphlet and list of questions. june7

OREGON MILLING CO.'S
Royal Flour.
THE BEST IN THE MARKET.
Carried off two premiums at the late Mechanics' Fair, Portland. At New Orleans was sold at close of Exhibition at a higher price than any other flour, and pronounced by leading bakers to be the best they ever used.
Sold by all leading Grocers.
JOHN WILSON,
Moody's Block, Yates street, Victoria,
Agent for British Columbia.

Awarded First Premium at Oregon State Fair 1882, 1883, 1884. Awarded First Premium at Portland Mechanics' Fair 1883, 1883, 1884.
Capitol Mills Flour
FULL ROLLER PROCESS,
Manufactured by the Salem (Oregon) Capitol Flour Mills Company, Limited.
ONCE TRIED ALWAYS USED.
The above flour was sold at New Orleans, after close of the Exhibition, for 75 cents per barrel more than flour from other States, and pronounced by Mr. Redon, the Baker who bought it, the best he had ever used.
Head Office—Edinburgh, Scotland.
Mills—Salem, Oregon.
PORTLAND AGENT:
ALEX. GRANT,
8 Stark street

Red Crown Roller Mills

Manufacturers of Albany Patent, Snow Flake Family Windsor, Bakers' and Mount Hood Superfine Flour.
For sale at wholesale and retail by all respectable grocers.
TRY IT. Mills at Albany, Oregon.
ISAC. LANNING & CO.
aug 14 tf Proprietors.

Notices.

Notice is Hereby Given

THAT APPLICATION WILL BE MADE TO the Legislative Assembly of the Province of British Columbia, at its next session, for an Act to incorporate a company for the construction and operation of a line of Railway in the District of Kootenay, in the Province of British Columbia, from some point in or near Golden City; from thence up the Columbia River to the head of the Upper Columbia Lake; from thence down the Kootenay River to St. Mary's River; and from thence to Cranbrook.

EBERTS & TAYLOR,
Solicitors for Applicants.

Dated at Victoria, the 24th day of November, A.D. 1886. no25 D&W6w

Notice is Hereby Given

THAT APPLICATION WILL BE MADE TO the Legislative Assembly of the Province of British Columbia, at its next session, for an Act to incorporate a company for the construction and operation of a line of Railway, from some point on the dividing line between British Columbia and the District of Alberta, Northwest Territories of Canada, within a distance of fifty miles from the International Boundary Line of the Dominion of Canada and the United States of America, through British Columbia, to some point on the said International Boundary Line between the 115th and 117th meridians of longitude.

EBERTS & TAYLOR,
Solicitors for Applicants.

Dated at Victoria, the 24th day of November, A.D. 1886. no25D&W 6w

Notice is Hereby Given

THAT application will be made to the Legislative Assembly of the Province of British Columbia, at its next session, for an Act to incorporate a Company for the construction and operation of a line of Railway in the District of Kootenay, in the Province of British Columbia, from a point at or near Revelstoke on the line of the Canadian Pacific Railway, at or near the west crossing of the Columbia River, thence southward to the upper end of Kootenay Lake, with power to extend from thence to the International Boundary Line at some point between the 116th and 118th meridian of longitude.

EBERTS & TAYLOR,
Solicitors for the Applicants.

Dated at Victoria the 1st day of December, A.D. 1886. d2D&W6w

Notice is Hereby Given

THAT APPLICATION WILL BE MADE TO the Legislative Assembly of the Province of British Columbia at its next session for an Act to incorporate a Company for the construction and operation of a line of Railway in the District of New Westminster, in the Province of British Columbia, from a point at or near Ladner's Landing, thence in a northeasterly direction to a point at or near Popsum.

EBERTS & TAYLOR,
Solicitors for Applicants.

Dated at Victoria, the 7th day of December, A.D. 1886. d8 6wD&W

Notice is Hereby Given

THAT APPLICATIONS WILL BE MADE TO the Legislative Assembly of the Province of British Columbia, at its next session, for an Act to empower the Trustees of the Victoria Fire Department Charitable Association to realize the assets of such Association, and to distribute the same amongst the members thereof proportionately to their terms of service.

YATES & JAY,
Solicitors for the Trustees.

Dated at Victoria, the 23d day of December, A. D. 1886. de 24-6w

Notice.

MR. GUSTAV LEISER HAS BEEN Admitted as a partner in the business of a Dry Goods Merchant, now carried on by Moses Lenz upon Government Street, and the concern will henceforth be known as "LENZ & LEISER."

Victoria, Dec. 4, 1886. MOSES LENZ.
GUSTAV LEISER.
Witness, THEODORE DAVIE.

NOTICE.

MR. J. J. MACKAY,
OF ASHCROFT, B. C., holds my Power of Attorney during my absence from the province, and will transact any business for me.
W. B. GLADWIN.
Ashcroft, B. C., Dec. 11, 1886. dec16 D&W 1m

THE RAILWAY AGE.

Wonderful Progress Made in Railway Construction in Sixty Years.

The First Railway ever Built and Operated—The Famous "Rocket."

History of Canada Railway Construction—The First Line in America.

The Grandest Achievement of Modern Enterprises, the Canadian Pacific.

The First Railway Built.

Amidst many misgivings and doubts, the first railway in the world was completed and operations thereon began between Stockton and Darlington, England, in 1828. The line was built under the superintendence of Robert Stephenson, who also prepared the plans and details for the motive power. The first engine put on the rails was the famous "Rocket," which was exhibited at the Chicago Engineers' exhibition of 1883. The "stoker" (fireman) on the engine on its first trial and subsequent trips was Mr. Joseph Whitehead, contractor for the Buffalo and Lake Huron railway in Ontario, and also a heavy contractor on the Canadian Pacific, west of Lake Superior, and who is still living in Winnipeg, a hale, hearty old gentleman.

The Darlington road was shortly afterwards followed by the Manchester and Liverpool line in 1828. Mr. Huskisson, M. P., was the projector of this scheme. He was shortly afterwards killed on the line. A monument was erected to his memory at Parkside. Mr. Mayor Fell assures us that his recollection of the first train is very vivid. The other day he found a letter from an uncle, wrote to Mr. Fell's mother, asking for advice as to whether he should put his money in the St. John's market, Liverpool, or in the Manchester and Liverpool railway. The Manchester road drained effectually the Chats Moss, whose bottom was so springy that thousands of tons had to be conveyed thither in order to build a safe line across it. It is now one of the most prolific sections in England. Many lives had been lost in the bog, which was regarded as dangerous to life.

On the 6th Oct., 1829, less than two months after the historic ride on the Stourbridge Lion, the famous competitive test of locomotives at Liverpool took place. The result of this was the firm establishment of the steam railroad at the head of all methods of land transportation, and Stepenson's Rocket won the prize. Eleven months after this the Liverpool and Manchester Railroad was established, and the Rocket ran 15 miles at a speed of 37 miles an hour, much to the astonishment of the sedate, doubting men of Yorkshire and Lancashire. Now that the feasibility of operating a land transportation line by steam was successfully demonstrated the people of England began building railways at an extraordinary rapid pace. The excitement and speculation, consequent on such railway development, collapsed with the South Sea bubble.

AMERICA'S FIRST LOCOMOTIVE.

It appears that the first locomotive ever run in America was the Stourbridge Lion, so called because it bore a lion's head on the front of its boiler. It was built by Foster, Boswick & Company, in Stourbridge, England. Horatio Allen, a young civil engineer, had been sent to England by the canal company to buy strap iron for the rails, chains for the inclined planes, and three locomotives for the levels of the projected railroad. He returned in 1828, and the first of the locomotives reached New York in May, 1829. It was set up at the West Point Foundry at the foot of Beach street in that city, and in the summer was shipped by boat to Honesdale, where it was put upon the iron strapped wooden rails of the new road. It was of the pattern afterward known by the name of "grasshoppers," because of the walking beams that elbowed up and down over the boiler, like the leg joints of those insects. It weighed seven tons, or less than one of our elevated railroad locomotives, but it had no such pulling power as they possess. It was big and clumsy, with four wooden wheels, spoked and with iron tires. It had no cab, and the cylinders were upright. The first trip was made on Aug. 8, 1829, in the presence of a crowd collected from forty miles around.

A STRAP IRON TRACK.

An old Queen Ann cannon was brought up from New York to add its voice to those of the people. Predictions of failure were not wanting; the breaking down of the track, which was built largely on trestles or piles, was especially apprehended, and there was little inclination on the part of those present to trust themselves on the new vehicle. Mr. Allen, declaring that if there was any danger he was ready to meet it, took his position on the locomotive, and after running slowly backward and forward a few times before the assembled multitude, pulled the throttle valve open, and, shouting a loud good-bye to the crowd, dashed swiftly away around the dangerous curve and over the swaying trestle, setting in motion the first locomotive that ever turned a wheel in the western hemisphere. The track was of strap iron, spiked next the inner edge to large hemlock sleepers laid on cross ties. At the time of the trial trip the timbers and ties, though securely connected, had become warped, and in some places raised from the ground by exposure to the sun. The road crossed the Lackawaxen river over a frail hemlock trestle 100 feet in height, and, as the locomotive was found to weigh seven tons instead of four, as the contract had stipulated, it was feared by everybody that the trestle would not bear its weight.

THE FAMOUS "ROCKET."

As the Lion passed over the road the weight pressed everything underneath firmly down to its place on the roadbed, with no little creaking and groaning. The locomotive proved to be all that the engineer had expected. After running at a fair rate of speed to Seelyville the Lion was reversed, and returned to the dock at Honesdale amid the shouts of the people and the booming of the cannon, having met with no accident and encountered no difficulty. The trial trip was thus completed, and the locomotive was pronounced a success. Mr. Allen remained in Honesdale three weeks after this experimental trip, during which time he made some improvements in the locomotive. After his departure, however, the company not being rich enough to purchase iron rails, and the wooden ones proving too frail for the engine, it was housed in a shanty on the canal dock, where it lay for years, a prey to rust and decay. The boiler was afterward used in a foundry at Carbondale; the pump was used for several years by an employee of the company, and the rest of the old hulk was partly hacked to pieces by relic hunters and partly sold for old iron.

To-day the railway mileage of the U. S. exceeds 120,000 miles, and all built within sixty years!

The Canadian Railway Era.

As far back as 1836 there was a horse tramway connecting La Prairie, on the St. Lawrence, with St. John on the Richelieu, in then the Province of Lower Canada.

In 1839 the fever for tramways had spread to Upper Canada. Queenston and Chippewa, in the Niagara district, were connected by a tramway.

In 1845 an Act was passed by the parliament of Canada enthorizing the building of the St. Lawrence and Atlantic Railway, connecting Montreal with Portland, Me. This line afterwards became part of the Grand Trunk system. Operations upon it, however, were not begun for some years. Meantime, in 1846, a charter had been secured for constructing a line from Montreal to the village of Lachine, a distance of some 14 miles. This village is situated at the head of the Lachine rapids. It is here also that Canada's magnificent canal system commences. Navigation through the locks of these canals to the upper lakes was carried on at this early stage of our history to a considerable extent. Kingston, Toronto and Hamilton and other Ontario lake ports were important shipping centres. Work on the Lachine line was prosecuted with great vigor for those days. The line was completed and put under operation. This was the first railway built and operated in Canada. It gave the rapidly increasing commerce of Montreal an immense impetus. A perfect mania in railway construction had now set in throughout the eastern and central States of the Union. It was felt in Canada that unless the country supplemented by a system of railways her unrivalled system of canals that they would be of little value. In order then to maintain her supremacy and take advantage of her natural highways and position, a railway construction era was inaugurated under the regime of the Hincks-Ralph administration. In 1848-9 an act was passed guaranteeing interest on seventy-five miles of the Great Western Railway, extending from the Niagara river to Windsor, opposite Detroit. Following the example of Britain and the United States a railway mania took possession of the usually slow, but sure, Canadians. Charters were rushed through parliament with undue haste. The Ontario, Simcoe and Huron Railway, afterwards the Northern Railway of Canada, connected the waters of the Georgian Bay at Collingwood with those of Lake Ontario at Toronto, was opened for traffic with great *eclat*, followed shortly afterwards by the Great Western, in the fall of 1853, and portions of what now constitutes the Grand Trunk Railway of Canada between Montreal and Toronto. Branch lines were now chartered to be run in various directions, and incredible as it may appear, it is a remarkable fact that almost every railway line chartered between the years 1849 and 1860 have been completed.

THE GRAND TRUNK OF CANADA.

The opening of the Grand Trunk for traffic from the St. Clair river to Portland, in 1856 completely revolutionized business in Canada, especially in the front counties through which it passed. The country had been engulfed in the colapse of 1855, when grain took a tumble from $2.75 per bushel to $1.25 in a few hours. The opening of the great trunk line at the time was most opportune, for it saved, in a measure, the country from absolute ruin. However the evil day could be staved off no longer, and with the opening of 1857 there dawned upon Canada the darkest days, commercially and financially, through which she has ever passed. The wonderful prosperity and advancement that had taken place under the Reform government, led by Sir Francis Hincks, was succeeded by an unparalleled relapse under the Conservative administration led by Sir Allan MacNab. The country took a rest, and breathed freely for a term. A fresh start was made. A new system for supplying a railway service had been discovered, and that it worked like a charm the number of new lines contemplated from 1860 to 1880 is the proof of this assertion. Government aid was extended to new lines as well as municipal bonuses. A battle of gauges was also fiercely fought, but the standard gauge of 4 feet 8½ inches prevailed. Ontario to-day is as well supplied with railways as it is necessary for any country to be.

THE GREATEST OF ALL MODERN RAILWAYS.

The compact made by the Dominion of Canada with British Columbia embraced the construction and operation of a line of railway from tide-water on the Pacific coast to connect with the Canadian system in the east. This was carrying out the policy of the country in reference to national highways, for the Intercolonial was a *sine quo none* in the arrangement made with the maritime provinces. It is needless here to repeat the many changes that took place prior to the formation of the Canadian Pacific syndicate in the fall of 1880. Suffice it to say that Parliament ratified the agreement by a large majority. The company then went to work with a vigor the like of which had never before been witnessed, and inside of five years achieved the unparalleled feat of running a train from Montreal to Port Moody, without a change of carriages—a distance of close upon 3,000 miles. On the 4th of July, 1886,

THE FIRST REGULAR PASSENGER TRAIN

reached Port Moody exactly on time, and has since continued to run with marvellous regularity and punctuality.

This road being not only a national, but a local one, is deserving of more than a mere passing notice. In the extent of its mileage the C. P. R. is exceeded by only one company on the continent. There are about 4,300 miles of road under the Canadian Pacific control. Its gross earnings in ten months, ended November 1st were $8,114,417, and the operating expenses $5,139,412; net earnings $2,975,005, against $2,682,179 in the corresponding period last year. The November gross earnings were $1,065,000, only $11,000 less than in October. If the record of the last few months continues through December, net earnings for the year will be in the neighborhood of $3,800,000. The company's fixed charges are approximately $3,100,000, so that there will be available for dividends for the year certainly not less than 1 per cent. on the $65,000,000 capital, in addition to the 3 per cent. dividends guaranteed for seven years longer and paid out of funds held for that purpose.

WHAT THE C. P. R. IS DOING.

The Canadian Pacific is stretching out its arms in the east, as well as on this coast, and the following particulars of its operations may interest our readers: It has already virtually closed a contract with the Boston & Lowell road, making Boston practically the winter terminus for some time. The notion of faster steamship service across the Atlantic from St. John or Halifax has not been lost sight of, nor has the original idea of

(Continued on Sixth Page.)

KOOTENAY DISTRICT

A Rich Mineral District Awaiting Development—Placer Diggings.

Towns of Revelstoke, Donald and Golden City—Future Prospects.

A Country Rich in Gold-Bearing Quartz and Agricultural Districts.

An Era of Railway Development About to Strike the Remote District.

One of the most noteworthy facts of the past year is the opening of the promising mineral district of Kootenay, which forms the south-eastern angle of the province. This district, so lately almost inaccessible, is now crossed by the Canadian Pacific railway, and many prospectors have taken advantage of the means of communication thus afforded. The result has been good, though comparatively, the best district is as yet unexamined. But enough is known to justify the hope that excellent

PLACER AND QUARTZ MINES

exist in many places. It is probably well that there has been no great rush of miners to the district; yet enough to test the existence of the precious metals in several localities. The quiet, steady progress that has been made augurs well for the future of what many competent observers believe to be naturally one of the most valuable mining regions on the continent. Owing to the great extent of the district, and notwithstanding the improved means of communication through it, it was found totally impossible to manage its business under former arrangements. A rough division was made by constituting a new district for certain administrative purposes, consisting of the country north and west of the summit of the Selkirk range. Our description may conveniently follow this division. The chief place in the new district is

THE TOWN OF REVELSTOKE,

at the first crossing of the Columbia river by the C. P. railway going east. This town, unlike mushroom railway towns, continues to hold its own and to be improved. From its position, advantageous surroundings, and climate, its future is assured. There will probably be smelting works, sawmills, etc., at Farwell in a short time.

The country to the north of it, along the Columbia, is highly auriferous and capable of considerable agricultural settlement. In that direction lie the well-known Carnes, McCulloch and French creeks, all of which are now being worked for deep placer diggings by energetic companies of miners, chiefly by tunnels and shafts. The work, so far, may be described as prospecting work, yet some have struck pay—and good pay—from $10 to $25 a day per man. One company has tunnelled in more than 1000 feet, and several companies intend continuing work during the close season. A great area in this direction remains unprospected, and on Carnes and French creeks many miles of ground are not taken up. In the neighborhood of these placer creeks numerous

GOLD BEARING VEINS

traverse the country, and have been recorded and settlement work done on them, but the impossibility of getting machinery to the mines has prevented anything farther being done to them.

The excellent pack trail from Farwell to McCulloch creek, about sixty miles through a densely wooded region, has been invaluable; but it is not suitable, of course, for the transport of machinery. A steamboat from Farwell to Downie creek, 46 miles, and a wagon road from the latter place to French creek, 24 miles, are required. Cond Death rapids be blasted, which the Dominion government should undertake, half the length of the wagon road might be saved. An engineer is now employed by the Provincial government to make an exploratory survey for the above wagon road. Upon the whole, the region mentioned, generally known as the Big Bend region, promises to be valuable. Several prospectors and hunters are wintering on Canoe river, which enters the Columbia at the head of the Big Bend region, and there may be valuable natural resources on that long river.

As regards the country easterly between Farwell and the summit of the Selkirk range, no placer diggings have been discovered there as yet, but mineral veins—gold and silver-bearing—abound, not far from the Canadian Pacific railroad line, and these already have attracted men of capital and enterprise. Of the numerous so-called veins which have been recorded by sanguine prospectors many, of course, will probably turn out to be spurs, or detached pieces from true veins, or string veins, not capable of being profitably worked. Still this is the section of the district under review which, at present, has attracted most attention on the part of skilled quartz miners—

THE BEST KIND OF MEN

from New York and the western United States. Some of the mineral claims have been bonded and are being tested in a business-like way, and it is believed good assays have been received for quantities large enough to indicate the probable average yield. Such mines require capital for their development, and progress is at first necessarily slow, but the effect of the establishment of a smelter at a good location for a group of mines, and the profitable working of a single mineral claim would be to transform the industrial face of the district in a short time.

SOUTHERLY FROM FARWELL.

the prospecting along the couple of hundred miles of navigable water to the United States boundary has not been very vigorously undertaken during the past season. Some prospectors have returned discouraged; others have found mineral indications. A steamboat is much wanted on these waters. In that direction the proposal to make a railway from Farwell to the north end of Kootenay Lake, probably following the Lardo valley, will be submitted to the House of Assembly in the coming session. The need of such a railway has been long foreseen to bring the ores of the extensive Kootenay Lake region to the Canadian Pacific Railway at Farwell. It would be an important feeder, and no doubt will be soon constructed, and extended northerly also to the Big Bend country, above shortly described. Kootenay Lake is 90 miles long, and the whole region is full of low grade argentiferous galena ores. That has been thoroughly proved, but isolation has prevented development.

Crossing the Selkirk range into the district of Kootenay proper,

THE TOWN OF DONALD,

at the second crossing of the Columbia by the C. P. R., going east, is at present the principal town in that district. It is pleasantly situated, and as a division station of the C. P. R. will always have a certain wayside importance. But it is not naturally, like Farwell, a mining or convenient commercial and administrative centre. The C. P. R. touches the Columbia, first at the hamlet of Golden City, 17 miles from Donald. Thence steamboats run up the Columbia to the Columbia Lakes. Thence, it appears from the British Columbia *Gazette*, a proposal will be made to the House of Assembly for a railway to the Columbia Lakes and down the Kootenay and to Cranbrook.

GOLDEN CITY,

naturally, is the place for smelters to smelt ores brought from the upper Columbia, and from the vicinity of the C P. R. line eastward between Golden City and Alberta, and it also is convenient for miners' business, whether commercial or governmental, though some think that Windermere, at the Columbia Lakes, is better for the latter purpose. Donald lies 17 miles behind, and there is no object in going to it. Its future is a divisional station and nothing else. The general belief of men, competent to judge, is that there is an extensive block of silver-bearing country about and around Golden City, both eastward and southward.

AT OTTER TAIL,

Tunnel Mountain, and other localities to the eastward, proof of this already exists, and considerable work has been undertaken and will be prosecuted. The group of argentiferous galena mines on Spellumcheen creek, a tributary of the upper Columbia river, is believed to be extensive and rich in low grade ores. Indications of copper exist in the direction of the Columbia Lakes. At these lakes the enterprise of

MESSRS. COCHRANE AND BRADY,

on Findlay creek (the first Kootenay district creek on which gold was found) attracts attention. The creek was abandoned on account of the low pay of the gravel, the difficulty of controlling the water and the great expense of mining the benches. These gentlemen, who have leased a portion of the bed and contiguous lands are going to much expense in preparing for hydraulic mining on Perry creek, farther to the southward, the neighborhood of which is highly auriferous. They are a strong company, undeterred by the past failures of others, is vigorously preparing to force stubborn nature to yield her golden treasure. The old camps at

WILD HORSE CREEK,

Bull creek, &c., are not neglected, and at the first named Mt. Galbraith and others propose to utilize, by hydraulic mining, the extensive area which can be best worked by that method. Even at the acute angle of this south-eastern part of the province now being mentioned, we are not beyond the zone of

PROPOSED RAILWAYS.

A line is proposed from Lethbridge, east of the Rockies, through Crow's Nest Pass into British Columbia, and through a portion of southern Kootenay to a point on the United States boundary line.

We have almost confined our remarks to mining, as Kootenay is particularly a mining district, but the section now being described, along the upper Columbia and Kootenay, is one of the most beautiful bunch grass and arable sections in the province, though comparatively not extensive. There has been a considerable

INFLUX OF SETTLERS

during the past season, and in a short time every location will be occupied. West from Cranbrook (Joseph's Prairie) there is scarcely any land capable of agricultural or pastoral settlement until the rich lower Kootenay bottoms are reached. These, unfortunately, are flooded in summer, and no scheme to free them from water seems as yet to have been put into operation. It is a remarkable characteristic of Kootenay district both east and west of the summit of the Selkirk range, that more or less arable and pastoral land, capable ultimately of being utilized, lie interspersed among the mineral areas.

WHAT TRUE MERIT WILL DO.

The unprecedented sale of *Boschee's German Syrup* within a few years, has astonished the world. It is without doubt the safest and best remedy ever discovered for the speedy and effectual cure of Coughs, Colds and the severest Lung troubles. It acts on an entirely different principle from the usual prescriptions given by Physicians, as it does not dry up a Cough and leave the disease still in the system, but on the contrary removes the cause of the trouble, heals the parts affected and leaves them in a purely healthy condition. A bottle kept in the house for use when the disease make their appearance, will save doctor's bills and a long spell of serious illness. A trial will convince you of these facts. It is positively sold by all druggists and general dealers in the land. Price, 75 cts., large bottles.

PEPPERMINT AND ITS SOURCE.

A Small County in New York Said to Supply the World.

"Nice peppermint drops these!" said a leading druggist, as he weighed out 10 cents worth to a lady customer.

"Yes, and have you any idea where peppermint comes from?"

"Raised in most places, along streams, and gathered by country folks and sold to country druggists."

"No, sir; not a bit of it. The world's supply of peppermint comes from a single county in New York, Wayne by name, of which Lyons is the county seat, a pretty town on the River Clyde, and half way between Rochester and Syracuse. Well, last summer I spent some time in the town, and was surprised to find that the raising of peppermint, which would be called almost a wild herb, was here a great industry."

"Millions in it?"

"Yes, and the origin of it becoming a business is interesting. They told me there that about sixty years ago, or about the time the Erie canal was opened, that there was a Connecticut Yankee named Burnett, who made his living by raising peppermint and distilling it, putting into little bottles and traveling over the country and selling it. That was long before the day of patent medicines or drug stores. This Burnett owned a small farm near Deerfield, Conn., a sort of hillside concern, where the weed grew wild. In his travels he got as far west as Lyons, where he discovered abundance of his profitable weed growing wild along the streams. Well, he caught the western fever and selling his farm came to Lyons and settled.

"Made a success of it?"

"Not only that, but the weed here possessed not only an abundance of oil, but of a better quality, and he embarked his all in the manufacture of the oil. He made so much out of it that the neighbors followed suit and either distilled on their own lands or turned over their crops to Burnett."

"He was a sort of peppermint king!"

"No; that honor was reserved for another man—Hiram G. Hotchkiss—who is now 75 years old and has become a millionare out of the weed."

"What is the crop worth this year?"

"The mint acreage is about 4,000 acres, and this is not more than half what it would have been if the season had been favorable. The total product of oil this year will be $120,000. In a fairly good season it rises to $250,000."

"It's no longer a weed, then?"

"Not out there. It is a legitimate agricultural crop, planted and attended to as wheat or potatoes.—Cincinnati Enquirer.

Hot Water for Members of Congress.

In one of the secluded rooms connected with the house of representatives is a most elaborate wash-stand, with a nickel-plated faucet arising from the center. During the lunch hour a colored attendant is kept busy washing and wiping delicate glasses, which he keeps arranged in perfect order around this wash-stand.

I happened to go into this room, and saw a sight which is worth describing. A well-known congressman entered and asked the servant for a glass of water. The attendant turned the wheel of the faucet, and filled the glass full of hot water and handed it to him. The member supped it slowly, and while doing so two others came in and went through the same performance. The servant tells me that I would be surprised to know the number of congressmen who are taking the hot-water cure. There are two or three dyspeptics in the house who regularly take three or four glasses a day—one before congress meets, at noon, one before lunch, an hour or two later, and one after adjournment. Since they have been taking the cure they claim that they are troubled very little with their complaint. —Washington Cor. Baltimore American.

A SHAMELESS, RASCALLY CREW.

A Young Recruit's Experience with a Gang of Bounty-Jumpers.

The war fever seized me in 1864. All the summer and fall I had fretted and burned to be off. That winter, and before I was 16 years old, I ran away from my father's high-lying Hudson river valley farm. I went to Albany and enlisted in the Eleventh New York battery, then at the front in Virginia, and was promptly sent out to the penitentiary building. There, to my utter astonishment, I found 800 or 1,000 ruffians, closely guarded by a heavy line of sentinels, who paced to and fro, day and night, rifle in hand, to keep them from running away. When I entered the barracks these recruits gathered around me and asked: "How much bounty did you get?" How many times have you jumped the bounty?" I answered that I had not bargained for bounty, that I had never jumped a bounty, and that I had enlisted to go to the front and fight.

I was instantly assailed with abuse. Irreclaimable blackguards, thieves, and ruffians gathered in a boisterous circle around me and called me foul names. I was robbed while in these barracks of all I possessed—a pipe, a piece of tobacco, and a knife. I remained in this nasty prison for a month. I became thoroughly acquainted with my companions. A recruit's social standing in the barracks was determined by the acts of villainy he had performed, supplemented by the number of times he had jumped the bounty. The social standing of a hard-faced, crafty pickpocket, who had jumped the bounty in, say, half a dozen cities, was assured. He shamelessly boasted of his rascally agility. Light, active bounty-jumpers loozed up to him as to a leader. He commanded their profound respect. When he talked men gathered around him in crowds and listened attentively to words of wisdom concerning bounty-jumping that dropped from his tobacco-stained lips. His right to occupy the most desirable bunk or to stand at the head of the column when we paraded to march to the mess room for our rations was undisputed.

If there was a man in all that shameless crew who had enlisted from patriotic motives I did not see him. There was not a man of them who was not eager to run away. Not a man who did not quake with fear at the thought of the front. Almost to a man they were bullies and cowards, and almost to a man they belonged to the criminal classes.—Frank Wilkeson in Chicago Times.

Two Kinds of Old People.

What is it that makes the society of some old persons unwelcome and unendurable? Not their years, but the peculiarities, the angularities of temper and character which they permit the years to bestow upon them. Haven't we all known men and women whom everybody wanted near because they were so lively, so entertaining, so inspiriting? They were not always young in years, but did any one ever think of them as old? I have in mind a woman who is much younger than her grown son and daughter, consequently much more popular.

The atmosphere of a man or woman who has a warm, cheery interest in life is pleasant. We leave the presence of such a one feeling brighter and younger, no matter what his or her age may be. The other kind of old person—the grim, forbidding, farewell-vain-world creature—makes every one around him feel as old as a worn out planet, and inspires dread in babies and philosophers alike.—Gertrude Garrison in Boston Globe.

The Proper Motto in Oregon.

A well-regulated newspaper man must have faith in his woodpile, hope in a better future, and charity that reaches out for your delinquent subscription. Faith, hope, and charity comprise the most difficult trio in Alliance there is in this world to keep up with.—Baker City (Ore.) Sage Brush.

NO.—

A BY-LAW

For Raising the Sum of $25,000 for the Establishment of a Public Market.

WHEREAS, It is expedient to establish a Public Market in the city;

AND, WHEREAS, It is estimated that the cost of establishing such Public Market, and erecting and constructing suitable buildings and premises therefor, will be $25,000, which sum it is proposed to raise by way of loan upon the credit of the city as hereinafter mentioned.

AND, WHEREAS, It will require the sum of $1,776 to be raised annually by special rate for paying the debt intended to be hereby created, and the interest thereon;

AND, WHEREAS, The amount of the whole rateable property of the said Corporation, according to the last revised assessment roll, is $3,400,000.

AND, WHEREAS, For paying the interest and creating an equal yearly sinking fund for paying the principal of the said debt intended to be hereby created, according to the Municipality Act, 1881, an annual special rate of 1-30 of one cent in the dollar will be required;

AND, WHEREAS, It is intended to reduce the general rate so that the said special rate shall not increase the total rate of taxation;

Be it, therefore, enacted by the Mayor and Council of the Corporation of the City of Victoria, as follows:

1. It shall be lawful for the Mayor of the said city to raise, by way of loan, from any person or persons, or body or bodies corporate, who may be willing to advance the same upon the credit of the debentures hereinafter mentioned, a sum of money not exceeding in the whole the sum of $25,000, and to cause the same to be paid into the hands of the Treasurer of the said Corporation, for the purpose and with the object hereinbefore recited.

2. It shall be lawful for the said Mayor to cause any number of debentures to be made for such sums of money as may be required, either in currency or sterling money, not less than $500, or the sterling equivalent of that sum; each and all such debentures shall be sealed with the common seal of the said Corporation and signed by the Mayor.

3. The said debentures shall be made payable in thirty years from the day hereinafter mentioned for this by-law to take effect, at the office of the Treasurer of the said Corporation, City Hall, Victoria, and shall have attached to them coupons for the payment of the interest.

4. The said debentures shall bear interest at the rate of five per cent. per annum from the date hereof, which interest shall be paid half yearly, at the office of the said Treasurer.

5. For the purpose of forming a sinking fund for the payment of the said debentures, and the interest to become due thereon, an equal special rate of 1 30th of one cent in the dollar shall, in addition to all other rates, be raised, levied and collected in each year upon all rateable property within the said city of Victoria, during the continuance of the said debentures, or any of them.

6. It shall be lawful for the said Corporation, from time to time, to re-purchase any of the said debentures at such price as shall in each case be mutually agreed, and all debentures so re-purchased shall be forthwith cancelled, and no re-issue of debentures, or any debenture, shall be made in consequence of such repurchase.

7. This by-law shall, before the final passing thereof, receive the assent of the electors of the said Corporation in the manner provided by the Municipality Act, 1881, and shall take effect on the first of March, 1887.

8. This By-Law may be cited as the "Public Market Loan By-Law, 1886."

Passed the Municipal Council the 17th day of December, A. D. 1886.

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Take Notice

That the above is a true copy of the proposed By-Law upon which the vote of the Municipality will be taken at Police Barracks for Yates Street Ward, City Hall for Johnson Street Ward and Hook and Ladder house for James Bay Ward, on Wednesday, the 5th day of January, next, from 10 o'clock A. M. to 4 o'clock P. M.

JAMES D. ROBINSON,
Clerk Municipal Council.

A BY-LAW

To Regulate the Election of the Mayor and Councillors of the City of Victoria for the Year 1887.

WHEREAS IT IS PROVIDED BY LAW that the nomination for Mayor and Councillors shall be held on the second Monday in January in each year, from 12 M. to 2 P. M., and the polling, if any, on the Thursday following, from 10 A. M. to 4 P. M.; and it is further provided that the Council shall, in the month of December in each year, appoint a Returning Officer, and shall also name the polling places and otherwise arrange for the holding of the coming election; and it is further provided that the polling, if any, at such Election shall be had and taken at such place or places as the Council shall by By-Law appoint; therefore

Be it enacted by the Council of the Corporation of the City of Victoria as follows:

1. The nomination of Candidates for the respective offices of Mayor and Councillors of the City of Victoria shall take place at the City Hall, in the said City, on Monday, the Tenth day of January, 1887.

2. In case a poll shall be demanded at the election of Mayor, the vote of the electors thereon shall be taken by ballot at the City Hall aforesaid, on Thursday, the Thirteenth day of January aforesaid.

3. In case a poll shall be demanded at the election of Councillors for any ward, the vote of the electors thereon shall be taken by ballot on the last aforesaid at the respective places following, that is to say: in Johnson Street Ward at the City Hall aforesaid; in Yates Street Ward, at the Police Barracks; and in James Bay Ward, at the Hook and Ladder House.

4. Sections 5, 7, 8 and 9 of the By-Law cited as the Municipal Elections Regulation and Ballot Act, 1885, and so much of the schedules thereto as are applicable, shall be read with and form part of this By-Law.

5. William K. Bull is hereby appointed the Returning Officer at the said Election.

6. This By-Law may be cited as the Municipal Elections By-Law, 1887.

Passed the Municipal Council the 17th day of December, A. D. 1886.

Reconsidered and finally passed the Council this 22nd day of December: A. D. 1886.

JAMES FELL,
Mayor.

{L.S.}

JAMES D. ROBINSON, C. M. C. dec24

W. BUCKETT

Truck & Drayman,

BEGS to inform patrons and public generally that he is still to be found on the OLD STAND, YATES STREET, and hopes, by strict attention to business, to receive a share of their patronage. My name will appear on all trucks and drays. All orders left at Baker and Sons, Yates Street, or the Fashion Stables, Fort Street, will receive prompt attention. A g2-1mo

NO.—

A BY LAW

To Provide for the Acquisition and Maintenance of a Public Library.

WHEREAS, The Subscribers of the Mechanics Literary Institute heretofore established and maintained at Victoria have resolved to hand over the Library of that Institute to the City Council as a free or partially free circulating library;

AND, WHEREAS, It is expedient to accept the offer contained in the said resolution, and establish and maintain a public and partially free library; therefore—

BE IT ENACTED, By the Council of the Corporation of the City of Victoria as follows:

1. It shall be lawful for the Council to accept and take over, on behalf of the Corporation, the library of the Mechanics' Literary Institute aforesaid as a free or partially free circulating library, and to assume and pay any liabilities in connection therewith not exceeding in the whole the sum of $450.

2. It shall be lawful for the Council to establish and maintain a public and free or partially free library, of which the library accepted and taken over as aforesaid shall be the nucleus, to obtain suitable premises therefor, and from time to time to accept or purchase such additions thereto and such furniture as the Council shall deem expedient, and to appoint a competent person to be the City Librarian, at such salary as the Council shall fix, provided that the total expenditure under the authority of this section shall not exceed the sum of $1200 in any one year.

3. The Council shall have power to make such rules and regulations, from time to time, for the management and use of the said library, and for defining the duties of the City Librarian, as they shall deem expedient.

4. This by-law shall not be finally passed until the assent of the electors of the City has been obtained in conformity with the provisions in respect of by-laws for creating debts.

5. This by-law may be cited as the Public Library by-law, 1886.

Passed the Municipal Council the 17th day of December, A. D., 1886

TAKE NOTICE

That the above is a true copy of the proposed By-Law upon which the vote of the Municipality will be taken at Police Barracks for Yates street Ward, City Hall for Johnson Street Ward; and Hook and Ladder House for James Bay Ward, on Wednesday, the 5th day of January, next, from 10 o'clock A. M. to 4 o'clock P. M.

JAMES D. ROBINSON,
Clerk Municipal Council.

Notices.

Notice is Hereby Given

THAT APPLICATION WILL BE MADE TO the Legislative Assembly of the Province of British Columbia, at its next session, for an Act to incorporate a company for the construction and operation of a line of Railway in the District of Kootenay, in the Province of British Columbia, from some point in or near Golden City, from thence up the Columbia River to the head of the Upper Columbia Lake; from thence down the Kootenay River to St. Mary's River, and from thence to Cranbrook.

EBERTS & TAYLOR,
Solicitors for Applicants.

Dated at Victoria, the 24th day of November, A.D. 1886. no25 D&W6w

Notice is Hereby Given

THAT APPLICATION WILL BE MADE TO the Legislative Assembly of the Province of British Columbia, at its next session, for an Act to incorporate a company for the construction and operation of a line of Railway, from some point on the dividing line between British Columbia and the District of Alberta. North-west Territories of Canada, within a distance of fifty miles from the International Boundary Line of the Dominion of Canada and the United States of America, through British Columbia, to some point on the said International Boundary Line between the 115th and 117th meridians of longitude.

EBERTS & TAYLOR,
Solicitors for Applicants.

Dated at Victoria, the 24th day of November, A.D. 1886. no25D&W6w

Notice is Hereby Given

THAT application will be made to the Legislative Assembly of the Province of British Columbia, at its next session, for an Act to incorporate a Company for the construction and operation of a line of Railway in the District of Kootenay, in the Province of British Columbia, from a point at or near Revelstoke on the line of the Canadian Pacific Railway, at or near the west crossing of the Columbia River; thence southward to the upper end of Kootenay Lake, with power to extend from thence to the International Boundary Line at some point between the 116th and 118th meridians of longitude.

EBERTS & TAYLOR,
Solicitors for the Applicants.

Dated at Victoria the 1st day of December, A. D. 1886. d2D&W6w

Notice is Hereby Given

THAT APPLICATION WILL BE MADE TO the Legislative Assembly of the Province of British Columbia at its next session for an Act to incorporate a Company for the construction and operation of a line of Railway in the District of New Westminster, in the Province of British Columbia, from a point at or near Ladner's Landing, thence in a northeasterly direction to a point at or near Popsum.

EBERTS & TAYLOR,
Solicitors for Applicants.

Dated at Victoria, the 7th day of December, A.D. 1886. d8 6wD&W

Notice is Hereby Given

THAT APPLICATIONS WILL BE MADE TO the Legislative Assembly of the Province of British Columbia, at its next session, for an Act to empower the Trustees of the Victoria Fire Department Charitable Association to realize the assets of such Association, and to distribute the same amongst the members thereof proportionately to their terms of service.

YATES & JAY,
Solicitors for the Trustees.

Dated at Victoria, the 23d day of December, A. D. 1886. de24-6w

NOTICE.

MR. J. J. MACKAY,

OF ASHCROFT, B. C., holds my Power of Attorney during my absence from the province, and will transact any business for me.

W. B. GLADWIN.

Ashcroft, B. C., Dec. 11, 1886. dec16 D&W 1m

Notice.

MR. GUSTAV LEISER HAS BEEN Admitted as a partner in the business of a Dry Goods Merchant, now carried on by Moses Lenz upon Government Street, and the concern will henceforth be known as "LENZ & LEISER."

Victoria, Dec. 4, 1886. MOSES LENZ. GUSTAV LEISER.

Witness, THEODORE DAVIE.

Garesche, Green & Co.

BANKERS

GOVERNMENT ST. VICTORIA, B.C.

DEPOSITS RECEIVED IN GOLD, SILVER and U. S. Currency. Interest paid on the same on time deposits.

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PURCHASED AT HIGHEST MARKET RATES.

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Railways and Steamers.

The Canadian Pacific Railway

is now open for Freight and Passenger Traffic and Trains are running through

Between Port Moody, Winnipeg, Ottawa, Toronto, Montreal, Quebec, Halifax, St. Paul, Chicago,

And all points in CANADA and the UNITED STATES.

The equipment of this line is all new and of the highest class. Our Sleeping and Dining Cars are luxurious, and our First and Second Class Coaches marvels of comfort. The Cuisine of our Dining Cars is unequalled; every luxury of the season is served in them.

We run the gemest of the finest scenery in the world—Mountains, Lakes, Streams and Prairie.

Smooth, well ballasted Steel Track. NO DUST. **FREE SECOND-CLASS SLEEPING CARS**

When Going East

Purchase TICKETS via Canadian Pac Railway.

MARK AND CONSIGN YOUR FREIGHT BY THIS LINE.

For Tickets, Sleeping Car, Berths, and all information, apply at Office of the Canadian Pacific Navigation Company (L'd.), Wharf Street, Victoria. B. C.; or, C. P. R. Agent, Port Moody.

G. A. CARLETON, Freight Agent.
D. E. BROWN, District Freight and Passenger Agent.
D. E. MUNRO, Passenger and Ticket Agent.

Railways and Steamers.

CANADIAN PACIFIC Navigation Co.

(LIMITED.)

TIME TABLE NO. 2

Taking effect July 12, 1886.

Burrard Inlet Route.

VICTORIA TO

Port Moody and Vancouver.
Daily except Monday, at 2 o'clock.

Moodyville and Hastings.
Wednesday and Friday, at 2 o'clock.

Port Moody to Victoria.
Daily except Monday, at 3:30 o'clock.

Vancouver to Victoria.
Daily except Monday, at 12:30 o'clock.

New Westminster Route.

LEAVE VICTORIA

For New Westminster, Ladner's Landing and Lulu Island.
Monday at 6 o'clock, Wednesday and Friday at 7 o'clock.

Plumper Pass
Friday, at 7 o'clock.

Port Hammond.
Monday at 6 o'clock, Friday at 7 o'clock

Leaves Port Hammond for Victoria.
Monday at 15 o'clock.
Friday at 19 o'clock

Leaves New Westminst'r for Victoria.
Tuesday, at 4 a. m.; Thursday and Saturday at 7 o'clock.

For Plumper Pass.
Tuesday at 7 o'clock.

Fraser River Route.

Leaves New Westminster for Hope, Chilliwhack, Sumass, and way Landings
Tuesday and Saturday at 7 o'clock

Leaves Hope for New Westminster and way Places
Monday and Wednesday at 3 o'clock.

Leaves Chilliwhack, 8 o'clock.

The Company reserves the right of changing this Time Table at any time without notification.

Steamers leave by Standard Time, which is 15 minutes faster than Victoria time.

G. A. CARLETON, GEN. AGENT. JOHN IRVING, MANAGER.

Oceanic Steamship Company.

Carrying United States, Hawaiian and Colonial Mails.

WILL LEAVE the Company's Wharf, Folsom Street, San Francisco, California, for

HONOLULU, AUCKLAND AND SYDNEY,

WITHOUT CHANGE.

THE MAGNIFICENT 3000 TON Iron Steamer

ALAMEDA,

January 15th, ... at 2 P. M.

Or immediately on arrival of the English mails.

For freight or passage, apply at office, 327 Market St.

JOHN D. SPRECKELS & BROS., 327 Market Street, San Francisco, California.

nov26

PACIFIC Mail Steamship Co.

COMPANY'S STEAMERS sail for

Hongkong via Yokohama,

City of New York	Dec 22, 1 p.m.
City of Peking	Jan. 22
City of Sydney	Feb. 12
City of Rio de Janeiro	March 5
City of New York	March 24

For New York via Panama,

Steamers will sail 8th, 15th, 23d and 30th of each month for ports of call. See San Francisco papers.

WILLIAMS, DIMOND & CO., Gen. Agents. aug 4 San Francisco.

DR. VANMONCISCAR,

132, 134, Third Street, Portland, Or.

Young, middle-aged and old, single or married men, and all who suffer with

LOST MANHOOD,

Nervous Debility, Spermatorrhœa, Seminal Losses, Sexual Decay, Failing memory, Weak Eyes, Stunted Development, Lack of Energy, Impoverished Blood, Pimples, Impediments to Marriage; also, Blood and Skin Diseases, Syphilis, Eruptions, Hair Falling, Bone Pains, Swellings, Sore Throat, Ulcers, Effects of Mercury, Kidney and Bladder Troubles, Weak Back, Burning Urine, Incontinence, Gonorrhœa, Gleet, Stricture receive speedy and lasting treatment, prompt relief and cure for life.

Both Sexes consult confidentially. If in trouble, call immediately or write. Delays are dangerous. nov1 D&W

COCKLE'S ANTIBILIOUS PILLS.

The Great English Medicine,

PURELY VEGETABLE INGREDIENTS, AND WITHOUT MERCURY. USED BY THE ENGLISH PEOPLE FOR OVER 120 YEARS. SOLD BY ALL DRUGGISTS.

WHOLESALE AGENTS,
EVANS SONS & MASON, LTD.
MONTREAL.

Central Horse-Shoeing Shop.

BROAD STREET,

[Opposite Burns' & Co.'s Hardware Store.]

SHOEING NEATLY DONE.

A share of public favors solicited.

WILLIAM HODGE.

S. WHITTAKER,

TAXIDERMIST.

HOLDER OF FIRST PRIZE PROVINCIAL Exhibition. Birds, Heads and Animals mounted at reasonable rates. Orders will receive prompt attention if left at Wm. Whittaker's Barber Shop, corner Government and Johnson streets. dec8 1m

Railways, &c.

Esquimalt & Nanaimo RAILWAY.

Winter Arrangements.

TIME CARD NO. 2.

To take effect at 8:30 a.m. Nov. 1, 1886.

Going North Read Down. No. 2 PASSENGER. DAILY.		STATIONS.	Going South Read Up. No. 1 PASSENGER. DAILY.	
De.	8:30	A. M.	RUSSELL'S Vic. W.	Ar. 4:40
"	8:50	.....	ESQUIMALT	" 4:20
"	9:55	.....	GOLDSTREAM	" 3:05
"	9:30	.....	SHAWNIGAN LAKE	" 3:10
"	10:00	.....	COBBLE HILL	" 2:50
"	10:15	.....	MERRIONS'S	" 2:35
"	10:25	.....	KOKSILAH	" 2:28
"	10:35	.....	DUNCAN'S	" 2:20
"	10:45	.....	SOMENOS	" 2:10
Ar.	11:00	.....	CHEMAINUS	" 1:58
"	12:00	.....	NANAIMO	Dr. 1:00 P. M.

The special train formerly running on Saturdays, Sundays and Mondays is withdrawn.

Until further notice return tickets, good for three days, will be issued daily between all Stations for one and a-half ordinary fare.

R. DUNSMUIR, President. R. E. PRIOR, Freight & Passenger Agt. JOSEPH HUNTER, General Supt.

dec16

OREGON RAILWAY AND NAVIGATION CO.

COLUMBIA RIVER ROUTE

TIME TABLE.

Commencing Monday, Aug. 2, 1886.

ATLANTIC EXPRESS.

Leaves Victoria at	5:45 a.m.
Arrives at Townsend at	10:00 a.m.
Leaves Townsend at	10:30 a.m.
Arrives at Seattle at	2:00 p.m.
Leaves Seattle at	2:45 p.m.
Arrives at Tacoma at	5:45 p.m.

PACIFIC EXPRESS.

Leaves St. Paul at	4:00 p.m.
Leaves Helena at	6:15 p.m.
Leaves Wallula at	10:50 p.m.
Arrives at Portland at	10:20 a.m.
Leaves Portland at	11:00 a.m.
Leaves Tacoma at	4:00 a.m.
Arrives at Seattle at	6:35 a.m.
Leaves Seattle at	7:00 a.m.
Arrives at Townsend at	11:05 a.m.
Leaves Townsend at	11:20 a.m.
Arrives at Victoria at	3:20 p.m.

For further particulars, apply to

ROBERT IRVING, General Ticket Agent.

Two doors north of Post Office, Government street.

The Starr Kidney Pad,

APERMANENT.

Sure Cure for Diseases

Disorders and Ailments of the Kidneys, Bladder and Urinary Secretion, Spasm, or Attendant Complaints—causing Pain in Small of Back, Sides, etc., producing Urinary Disorders, such as too frequent Scanty, Difficult, Painful or Copious Micturation, Inability of Retention and Involuntary Urine, Dropsical Symptoms, etc., denoting the presence in the system of Diseases common to the Urinary Secretive Organs, known as Gravel, Catarrh of the Bladder and passages; Bright's Disease, Diabetes, Dropsy, Piles, Nervous Debility, etc., etc.

Pamphlets and Testimonials can be obtained from druggists free.

Prices.—Chil-i's Pad, $1.50 (cures Bed-wetting Regular Pad, $2.00. Special Pad for Chronic Diseases $3.00.

"GOOD BACKING.—As the Starr Kidney Pad Co of Toronto are again introducing in this province their among cure, it is only fair to call attention to the long period of success which has greeted their great antidote for so many disgraceful diseases. The inveterate complaints of diabetes and Bright's disease or the kidneys are affirmed by reliable people to yield to the powerful application of this company's pads, which have no equal in the effectual treatment of lame backs and all weakness of the lumber and genito-urinary organs."—Victoria Colonist, Sept. 11, 1886.

LANGLEY & Co., Wholesale Agents, Victoria, B. C.

Retail by E. Pimbury & Co., Nanaimo, T. Pickard, Denman Island; R. R. Richardson, Cowichan; A. R. Johnson & Co., Chemainus; J. McNeely, Ladner's Landing; A. M. Herring and D. S. Curtis & Co., New Westminster; H. McDowell & Co., Vancouver; McCartney & Bro., Kamloops and Vancouver; Clarke & Co., Kamloops; W. R. Megaw, Priest Valley; and Vancouver Drug Co., Vancouver. sept 11

LOWENBERG, HARRIS & CO.,

Real Estate Agents.

PURCHASE, SELL AND LEASE PROPERTY, collect rents, make loans on mortgage and transact all business relating to

REAL ESTATE.

Maps showing the various districts on Island and Mainland, the situation of desirable City Lots, Homesteads, Gardening and Farm Lands can be consulted at their office. fell

BROWN'S Climax Washing Powder.

Awarded First Prize at B. C. Exhibition. Increased sales. REDUCED PRICES. Large packages, 40c; do. small, 20c FOR SALE BY ALL GROCERS.

W. JACKSON, Jr., Manufacturer's Agent, corner Broad and Johnson streets. nov2

H. C. HALPENNY, TAXIDERMIST.

Heads Mounted, Birds and Animals Stuffed with despatch, and at reasonable rates.

H. C. HALPENNY, Johnson street, near Government, Victoria. dec2 D&W

"DOMESTIC."

THE LEADER OF ALL.

WHY THE "DOMESTIC" IS THE LEADER OF ALL:

1st. Its construction is most permanent; therefore the most durable.
2nd. It is simple, therefore easily understood.
3rd. It is thoroughly reliable, therefore always ready for use.
4th. It has the widest range of capacity, therefore adapted to any kind of work.
5th. It is the leader in progress, therefore always embodies the latest practical improvements.
6th. It is an established success, therefore no experiment.
7th. It is the recognized standard of excellence, therefore the popular favorite.

T. W. FLETCHER, Ag't,

FORT STREET.

"ALMOST"

Given Away for 12 Months, and Premium Thrown in.

IN ORDER TO ESTABLISH A CIRCULATION of 100,000 copies a month of the LADIES DOMESTIC MAGAZINE, the publishers have decided to give a useful premium in addition to a years subscription of this able and instructive SIXTEEN PAGE MAGAZINE to any one sending 50c. before the 31st January. This Magazine is devoted to the interest of the ladies; it is full of instructions and general information on all original subjects pertaining to Domestic affairs and the advancement and welfare of the Ladies throughout America. It is the Cheapest and Best publication of the kind in Canada. No Home should be without it, as every Miss, Maid and Mother will be delighted with its contents. Great inducements offered to those getting up Clubs. Men, Women, Boys, and Girls write for full particulars. From one to five dollars a day can be added to regular income by getting subscribers for this indispensible Magazine. Every family will want it and will have it as soon as they see the first issue, which will be distributed at the end of January. Send 50c at once and secure the premium and start with our first issue. Remember 50c. per annum is the regular subscription. The above offer holds good until the 31st January only.

Address ADELBERT MILES, Business Manager, STANSTEAD, P. Q. Stamps taken.

dec 30 D eod W

HALL & GOEPEL,

Wholesale Merchants,

STORE ST VICTORIA.

(Assignees of the Estate of B. C. JANION.)

OFFER FOR SALE, AT GREATLY REDUCED RATES, the following:

Fine Old Cutter Whiskey, Ale and Stout, quarts, Red and Green Case Gin,

ALSO, AN ASSORTMENT OF

WINES & LIQUORS

IN BULK AND CASE.

—Keep also on hand—

Tin and Terne Plate, Sheet Lead, Sheet Iron, &c., &c.

dec3

GENERAL

PASSENGER AGENCY.

ATLANTIC STEAMSHIP LINES, To or from Great Britain or the Continent,

Berths secured in advance by telegraph.

HALL & GOEPEL,

GOVERNMENT ST., VICTORIA.

VANCOUVER CITY.

100 Choice City Lots FOR SALE,

IN SAMUEL GREER'S SUBDIVISION OF Thirty Acres, fronting on English Bay, adjoining the location of the Canadian Pacific Railway Company's WORKSHOPS, ROUND HOUSE and Terminal Buildings. This is the most desirable property on English Bay and must increase rapidly in value.

Prices are low and terms so reasonable as to place them within the reach of every one.

Plans of lots, prices and conditions, can be obtained on application to

SAMUEL GREER, Vancouver.

oct6 tf

Valuable Farm for Sale.

ONE of the best farms in Cowichan District comprising 160 acres of excellent land about 120 acres on the Flats and under cultivation which produces enormous crops of grain and roots. A great number of cattle, horses, hogs, poultry, etc., and all necessary farm implements including self-binder, mowers, etc. The owner also keeps a store and does a very good general business on the place. For further particulars and terms apply to the owner, Eureka Farm, Cowichan, B. C., or to Messrs. Fell & Co., Victoria. sat3m-w

QUEEN'S MARKET

GOVERNMENT ST. VICTORIA, B. C.

L. GOODACRE,

WHOLESALE AND RETAIL

BUTCHER,

Contractor by appointment to Her Majesty's Royal Navy.

C. B. ROBELEE,

Carpenter, Joiner and Contractor

WHARF STREET, near JOHNSON

VICTORIA.

All kinds of jobbing promptly attended to and satisfaction guaranteed.

Houses built on the Instalment plan.

Charges Moderate.

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Business Cards.

PHYSICIANS.

DRS. HALL & HALL,

Physicians, Surgeons & Accoucheurs

OFFICE—Theater Block, Douglas street.

J. L. HALL, M.D., C.M. — Special attention given to disease of the Throat, Chest and Skin. F. W. HALL, M.D., C.M. — Special attention given to diseases of the Eye and Ear. Consultation Free.

apl 17

HOTELS.

THE AMERICAN HOTEL,

ESTABLISHED 1858.

YATES STREET, VICTORIA, B. C.

Rates $1 to $1 50 per day.

July13 T. J. BURNES.

CIVIL ENGINEERS

HARRIS & HARGREAVES,

CIVIL ENGINEERS, LAND SURVEYORS, AND ARCHITECTS.

S. E. cor. of Government & Fort Sts., up-stairs VICTORIA, B. C.

Plans, specifications and estimates furnished for buildings.

ARCHITECTS.

S. C. BURRIS,

ARCHITECT,

Yates and Broad Streets,

MOODY'S BUILDING (Up stairs.) dec

E. M. FISHER,

Architect,

Spencer's Arcade, Government street,

VICTORIA, B. C. P. O. Box

JOHN TEAGUE,

ARCHITECT.

GOVERNMENT STREET, VICTORIA, B. C.

REAL ESTATE

F. BEVELY,

Real Estate Agent, Conveyancer, Rent and Debt Collector.

Money loaned. Business promptly attended to. P. O. Box 638. nov9

JOHN J. AUSTIN,

NOTARY PUBLIC.

Real Estate and General Agent. Loans negotiated, Town and Country Property for sale. Office Bastion street, next to Bank of British Columbia, Victoria. P. O. Box 95.

MERCHANTS.

TURNER, BRETON & Co.

MERCHANTS.

H. C. BRETON & Co. 25 FINSBURY CIRCUS LONDON E.C. Wharf Street, Victoria, B.

GROCERIES.

J. FINLAYSON,

Corner of Government and Broughton streets, Victoria, B C.

Dealer in FINE FAMILY GROCERIES, of all kinds. Table delicacies in great variety. Also choice Tea and Coffee.

IRON WORKS

ALBION IRON WORKS Co. (Limited.

HOME INDUSTRY

Engines and Boilers of every description. Cooking and Heating Stoves, etc.

ANDREW GRAY, Manager.

W. F. BULLEN Secretary.

Land Applications.

NOTICE IS HEREBY GIVEN that I intend to make application to the Chief Commissioner of Lands and Works for permission to purchase 640 acres of land situated and described as follows:

Commencing at N. E. corner of Section 36, Sooke District, thence due north 80 chains, thence due west 80 chains, thence due south 160 chains to N. E. corner of Section 22, thence in a northeasterly direction to point of commencement.

R. E. JACKSON.

Victoria, B.C., 6th Dec., 1886. Dec., 6 m 2m.

NOTICE IS HEREBY GIVEN that I intend to make application to the Hon. the Chief Commissioner of Lands and Works for leave to purchase 640 acres of land, situated and described as follows:

Commencing at northwest corner of R. E. Jackson's claim, thence due west 80 chains, more or less, to Sooke river, thence southerly following Sooke river to the north boundary of Section 48, Sooke District, thence N. E. along said boundary line to the northeast corner of said Section 49; thence southerly along the eastern boundaries of Sections 49, 48, 47, 46, Sooke District; thence easterly along the north boundaries of Sections 50, 51, and 52 to western boundary of R. E. Jackson's claim, thence due north to point of commencement.

MATTHEW T. JOHNSTON.

Victoria, B. C., 6th Dec., 1886. dec 6m 2m

In the Supreme Court of British Columbia.

Between JOHN McINTOSH, Plaintiff,

AND

HUGH BEHAN, Defendant.

Upon hearing William Ward Spinks, Counsel for the plaintiff, and upon reading the affidavits of John McI

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Friday, Dec. 31, 1886.

VENTRILOQUISM.

REAL SECRET OF THE ART OF "THROWING THE VOICE."

Ventriloquial Sounds Produced by the Vocal Organs Alone—How Astonishing Effects Are Produced—Instructions Which Any One Can Follow.

Ventriloquial sounds are produced by means of the vocal organs alone. The expression, "talking down the throat," is sometimes used when alluding to the subject of ventriloquism, as well as "talking in the stomach." Neither conveys a proper idea of the art, the first being only partly true, and the latter having no claim whatever to our attention. Sometimes it may be found necessary to confine the sounds to the region of the larnyx in order to produce certain effects; the little service the stomach, or more properly the abdomen, is called upon to perform is in aiding the lungs by muscular action.

The art is divided into two parts—ventriloquism proper and polyphonism. The former comprises those imitations in which an illusion as to remoteness is intended; whereas, the latter means imitations of voices in different persons close at hand, cries of animals, etc. Most modern ventriloquists belong to that class. The ear is easily deceived with regard to the sources of sound. Such noises are often heard as the beating of a drum, ringing of a bell, rumbling of a carriage, etc., and the listener is uncertain at first as to their true direction. But after a while, when the ear becomes familiarized with a particular sound, the location is easily determined, and it is not again readily cheated by the same sound under similar circumstances. So it is with ventriloquism. The performer changes the tone of his voice, disguising it in many ways, and offering many obstacles to its free egress by the tongue, teeth and lips, as the aforesaid sounds are obstructed in their passage by rows of buildings, etc., causing them to bound from object to object until, when they reach the ear of the listener, they seem to come from any direction but the true one.

TO PRODUCE ASTONISHING EFFECTS.

Much stress has been laid by some ventriloquists upon the fact that it is possible to face an audience during their performances, and without betraying any perceptible movement of the lips or muscles of the face. Such performances greatly detract from the success of their intended vocal illusions by thus directing the attention of the audience, not to the supposed sources of the sound, but to the real source, the ventriloquist himself. It is simply a challenge to the audience to detect, if they can, whether the performer really does talk without moving his lips. Some ventriloquists claim to be superior to others upon the ground that they always face squarely to the front; but while this is an easy matter, other and far more skilled performers frequently turn their backs to the audience, and very seldom present more than a profile view of their faces. In order to produce astonishing effects, it is sometimes found necessary for even the most proficient ventriloquist to conceal himself altogether from the view of the audience. In every case where the ventriloquist faces the audience they will discover that his lips do move, all assertions to the contrary notwithstand. It should at all times be the aim of the ventriloquist to divert the attention of the audience from himself entirely.

Of late years a large number of ventriloquists have come to the front, each one being in most respects an imitator of his predecessor, and their exhibitions consisting generally of a dialogue between two or more puppets and the performer himself. Such performances are within the power of any person who has talent for mimicry, a reasonably good voice, and the courage to face an audience. Practice will do it all in a short time. Not so, however, with true ventriloquism, for no one can become a proficient in this art without devoting to it much study and years of practice. It is essential that the student should have an ear so well attuned as to readily distinguish the different qualities of sound; he should also possess a voice of great flexibility, ranging in compass from the deepest bass to falsetto, and his bump of imitation should be largely developed. All this does not imply that there should be any peculiar construction of the vocal organs, and any who assert that ventriloquists necessarily differ in this respect from other individuals either do so for a purpose or thereby expose their ignorance of the subject.

REAL SECRET OF THE ART.

The real secret of ventriloquism can be very briefly explained, viz.: Ventriloquism is the imitation of sounds so that they seem to come from a distance from the person speaking; or, the imitation of sounds as they are heard on coming from a distance. This is the whole secret of the art, and the accomplishment depends upon practice and dexterity.

Any person possessing a good voice, sound lungs and a moderate amount of mimetic talent, may, with perseverance, acquire more or less proficiency in the ventriloquial art, according to the time devoted to its study. The student should always copy after nature, either familiar human voices or cries of animals. Always talk during expiration instead of inspiration, as some endeavor to do. Stand or sit erect, expand the chest and inflate the lungs before talking in the ventriloquial voice. Select short sentences and control the air in the lungs so as to have sufficient to finish each one before taking another breath. Take ample time between each question and answer for breathing purposes, and let the questions given in the natural voice be of sufficient length to allow time to fully overcome the fatigue which necessarily follows this manner of speaking. The student is advised in all cases relating to distant sounds to let the ear be his guide as to tone, pitch, loudness, etc., for he can not be governed correctly by any fixed rules in such matters. The practice of listening to various sounds in the open air, and noting attentively their peculiarities, will in a short time enable the ear to determine with considerable accuracy all that is essential for the study of ventriloquism. A great variety of sounds may be produced with but slight changes of the tongue and lips and their action upon the teeth. A little practice will, however, do more in this respect than long explanations or rules. The professional ventriloquist requires great confidence and self-possession, with a ready flow of small talk to keep up the interest.

It will probably appear strange to the uninitiated when they are informed that the voice from above, the voice below and the voice at a distance and on a line from the performer are produced precisely in the same manner. The ventriloquist in either case simply directs the attention of his hearers to the supposed source of the sound. For such voices the vocal chords are contracted and a fine, clear tone produced, in loudness representing the distance. Any further written explanations would be of no practical value in the study of ventriloquism. Experience has demonstrated that the art can be successfully taught, though the belief has generally been to the contrary.—San Francisco Call.

Queen Kapoline, of Hawaii.

Queen Kapoline, the consort of King Kalakaua of Hawaii, will arrive at San Francisco next August, when she will begin a tour of the United States.—Inter Ocean.

M. Pasteur and His Decorations.

Decorations from foreign countries still pour in on Pasteur, who can not remember the half of them and who never wears any of them.

Why is it Wise to BUY Only

--THE--

DOHERTY ORGAN?

UNEQUALLED,

BECAUSE

The Tone is Superb,

Touch & Action Light

CASES FOR

Grace and Elegance

Have No Equal

From the Journal of Commerce, Montreal

THE B. C. Printing & Stationery Comp'y,

AGENTS,

Next Door to the Post Office. dec212w

Municipal Notice.

Public notice is hereby given to the Electors of the Municipality of the City of Victoria that I require the presence of the said Electors at the CITY HALL, on the 10th day of January, 1887, at 12 o'clock at noon, for the purpose of electing persons to represent them in the Municipal Council as Mayor and Councillors:

The mode of nomination of candidates shall be as follows:

The candidate shall be nominated in writing; the writing shall be subscribed by two voters of the Municipality as proposer and seconder, and shall be delivered to the Returning Officer at any time between the date of notice and 2 p. m. of the day of the nomination; and in the event of a poll being necessary such poll will be opened on the 13th day of January, 1887: For Mayor at the City Hall. For Councillors—In Johnson Street Ward, at the City Hall: in Yates Street Ward, at the Police Barracks; in James Bay Ward at the Hook and Ladder House; of which every person is hereby required to take notice and govern himself accordingly.

Given at my hand at Victoria, the 29th day of December, 1886.

W. E. BULL,
Returning Officer.

dec29

The Mayoralty

At the request of many friends, I shall offer myself as a Candidate for the office of Mayor at the ensuing Election. Trusting that my conduct during the past year may ensure the approval of my fellow Citizens, by again favoring me with their votes on the 10th January next.

JAS. FELL.

Victoria, Dec. 16th 1886 tf

MOVED

-TO-

Yates St., above Douglas.

JOSEPH SEARS,

House and Sign Painter, Glazier, Paper Hanger,

AND DEALER IN

Paints, Colors, Oils, Varnishes, Brushes, Window Glass and Wall Paper.

YATES ST., ABOVE DOUGLAS, dec29

A. A. Aaronson,

PAWNBROKER.

Money advanced to any amount on Diamonds, Watches, Trinkets Trunks and Contents, or on any Approved Security.

Ladies and Gentlemen's Cast-off Clothing purchased. Parties waited on at their residences. INDIAN CURIOS in rare and endless variety. Note the address—Johnson Street, between Broad and Government. n24

BIG

DRY GOODS

SALE

AT

Brown AND White's

Next to Waitt's Book Store,

Government Street,

FOR THE NEXT FEW WEEKS.

A Great Selling Off!

Previous to removal to our more commodious premises at the ALBION HOUSE, where in future our entire business will be concentrated.

Our Stock Must Be Reduced

TO MAKE ROOM.

Everything Must Be Marked Down.

A further Reduction of 10 per cent. will be made on all purchases.

The Sale is now on, and will also be held at the ALBION HOUSE.

GIVE US A CALL.

BROWN & WHITE

Government Street. dec13 1m

E. G. PRIOR,

—IMPORTER OF—

Iron, Steel,

HARDWARE

—AND—

Agricult'rl Machinery

Builders' Hardware,
Miners' Outfits,
Farm Wagons,
Plows, Harrows,
Mowers, Reapers
Twine Binders,
Etc., Etc., Etc.

GOVERNMENT ST., - VICTORIA.

NOTICE.

Just Received from Eastern Markets, a Fine Line of

Chinchilla & Cheviot

SATIN LINED

OVERCOATS

Ordered expressly for my customers.

For Capes and Cuffs for gentlemen; Boys Fancy Overcoats; Fur Capes for men and Boys.

—ALSO—

Tweed Pants, from $2 upwards; Black walking Coats; at $3.50 each. Sack Coat, $3 50 each; Diagonal Suits at $8 per suit. And a full line of

Furnishing Goods, Clothing, Hats, Trunks, Notions, Etc.

LEWIS LEWIS,

YATES STREET. no 23-3m

W. E. CHAMBERLAIN & T. A. ROBINSON.

PACIFIC Business College, 320 POST ST. SAN FRANCISCO

LIFE SCHOLARSHIPS $75.

No Vacations

DAY AND EVENING SESSIONS.

Ladies admitted into all departments.

Send for circulars

NEW FRUIT,

Season 1886.

A complete stock for Plum Pudding and Mince Pies.

nov6 NEUFELDER & ROSS.

A. & W. WILSON,

Plumbers, Gas Fitters,

BELL HANGERS AND TINSMITHS

Dealers in Best Descriptions

Heating and Cooking Stoves, Ranges, Etc.

FORT STREET. VICTORIA, B. C.

TELEPHONE CALL, 186.

Shipping Supplied at Lowest Rates.

H. G. WATERSON,

Job Printer,

BROAD STREET,

Between Fort and View Streets. dec3 1m

COMPLETE REVOLUTION IN

Monumental Work.

WHITE BRONZE

MONUMENTS

Drawings and testimonials may be seen at the Office of the Agents for Victoria.

H. G. & R. WALKER,

nov20 D&W 6m Spencer's Arcade

Samuel May & Co.,

TORONTO.

Manufacturers of

Billiard & Pool Tables,

With Steel and Monarch Cushions.

Importers of and Dealers in all kinds of

BILLIARD MATERIAL

Ten Pin Alley Balls Pins, &c.

Always in stock at the B. C. Agency.

H. G. & R. WALKER.
Spencer's Arcade, Victoria.

J. H. MARER,

Just arrived from San Francisco.

Manufacturer

—OF—

FINE FURS,

Will open business in the New Building of the Bank of British Columbia

On Monday or Tuesday next.

SEAL SKIN COATS

Made to order, Dyed, Altered and Repaired.

Fur Trimmings,
Capes, Caps, Muffs,
Victorines, &c.

A Specialty made of Fur Robes. nov1

Coal! Coal!

Best Wellington Coal,

CENTRAL COAL YARD

We are now prepared to furnish the public with a superior quality of coal direct from the mine, which we will deliver in quantities to suit, and guaranteed weight.

ALDER AND FIR WOOD

Kept in stock, of any desired length.

Telephone No. 13.

YARD—FOOT OF JOHNSON ST.

dec22 1m

SAUSAGE SEASON 1886.

JULIUS BARRAN

SAUSAGE MANUFACTURER.

Yates St., Next the Clarence.

I beg to notify my customers that I am now prepared to supply the TRADE with the very best Sausages of any kind. I make large QUANTITIES of the BEST quality of Fresh Sausages. I use only the best quality of meat, and the finest and most expensive spices that I can procure, and with careful hands and the most extensive and complete MACHINERY, I am able to supply the trade with a FIRST-CLASS ARTICLE at a moderate price. At the same time I do not pretend to compete with the poor stuff that is offered to the public by others in the trade who have not the facilities, do not use good material, are not clean and not able to make a good article. The good qualities of BARRAN'S SAUSAGES are known throughout the whole Province, and every one should give them a trial.

de18 JULIUS BARRAN.

THE CELEBRATED

"GOLD SEAL"

Five Year Old

RYE!

IN CASES AND IN CASKS.

A. B. GRAY & CO.,

VICTORIA.

Sole Agents for British Columbia

nov26 D&W

D. M. EBERTS. W. J. TAYLOR

Eberts & Taylor,

BARRISTERS & SOLICITORS,

Langley Street Victoria

sep25 1y

Butter, Butter, Butter.

Owing to hard times, and lack of patronage from retail dealers, I will sell in quantities to suit Families, Hotels and others,

Butter, Cheese, Flour and Oatmeal

At Prices Lower than ever offered in this city. Choice packed Butter 23 cents per lb; Manitoba Flour, $1.30 per sack; Granulated Oatmeal, 45 cents per sack of 10 lbs; Cheese, 18 cents per lb.

A LIBERAL REDUCTION TO THE TRADE.

Terms Cash on delivery.

J. C. DEVLIN, DeCosmos Block, Government St

Winsor & Newton's Artist Materials.

P. O. Box 358. *Telephone 134.*

ROBERT JAMIESON,

BOOKSELLER & STATIONER,

Government Street, Victoria, B. C.

Cheap Copying Presses. Blank Books.

Dennison's Seals, Labels and Tags.
Faber's Rubber Goods, Pencils and Penholders.
Gillott's and Esterbrook's Pens.
Admiralty Charts and Nautical Books.
A Large Stock of Cheap Literature of all kinds.
Cage's School BOoks.

Special Attention Given to Orders by Mail.

GREENE & SONS COMPANY

WHOLESALE

Hats, Caps AND STRAW GOODS.

British Columbia Spring Trade, 1887.

MENS, FURNISHINGS

A WELL ASSORTED STOCK IN ALL LINES.

Warehouse—513, 515, 517, 519, 521, 523, 525 St. Paul St., MONTREAL.

nov19 W 3m

For Useful and Ornamental Holiday Goods, do not fail to call and examine

JOHN WEILER'S

Immense Assortment.

Come and see the Show Windows during Christmas Week.

PORT HAMMOND

NURSERIES,

I wish to say that I have now fairly located my

NURSERY AND FRUIT FARM

in the Municipality of Maple Ridge, on the lands of W. J. Harris Esq., near Port Hammond, and I am prepared to supply the people with such Fruit and Ornamental Trees, Bushes etc., as will give them entire satisfaction. A specialty in all kinds of small fruits suitable for this climate. Among them is that noted New White "Niagara" Grape, the best hardiest and most productive White Grapes yet introduced; also, Fay's New Prolific Currant, the best known as well as some good new varieties of hardy Peaches, etc. Something fine in strawberries.

Send your order for this said next Spring delivery as soon as possible, as I go to Ontario about the 15th June to our Nurseries there to select my stock. All communication after that date send to Charlton & Harris, merchants, Port Hammond, will receive attention. If you dont know what varieties you want send in your orders and I will fill with such as will suit you.

G. W. HENRY,

Port Hammond P. O. may8Wtf

REAL ESTATE.

RAND BROS.,

Real Estate Brokers, Financial and Insurance Agents.

OFFICES:

VICTORIA—Fort Street.

NEW WESTMINSTER—Columbia St. opposite Post Office.

VANCOUVER—Water Street, next door to Sunnyside Hotel.

Before purchasing Real Estate you will do well to consult us. ma5

J. W. THOMSON,

NOTARY PUBLIC

AND

COMMISSION MERCHANT,

CHILLIWHACK, B. C.

A LARGE AREA OF FIRST CLASS

AGRICULTURAL LAND

For sale in Chilliwhack District and throughout the province.

ORDERS FOR FARM PRODUCE

Will receive prompt attention.

nov5 W 1m

—THE—

Remedial Compound,

IS A POSITIVE CURE

For all those Painful Complaints and Weaknesses so common to our best FEMALE POPULATION.

THE REMEDIAL COMPOUND consists of Vegetable Properties that are harmless to the most delicate invalid. Upon one trial the merits of this Compound will be recognized, as relief is immediate, and when its use is continued in ninety-nine cases in a hundred a positive and permanent cure is effected, as thousands will testify. On account of its proven merits, it is to-day recommended and prescribed by the best physicians in the country.

It will cure entirely the worst form of *Falling of the Uterus, Leucorrhœa, Irregular and Painful Menstruation, all Ovarian Troubles Inflammation and Ulceration, Floodings, all displacements* and the consequent spinal weakness, and is especially adapted to the *Change of Life*. It will dissolve and expel tumors from the uterus in any early stage of development. The tendency to *Cancerous Humors* there is checked very speedily by its use.

In fact, it has proved to be the greatest and best remedy that has ever been discovered. It permeates every portion of the system, and gives new life and vigor. It removes faintness, flatulency, destroys all craving for stimulants, and relieves weakness of the stomach.

It cures *Bloating, Head-aches, Nervous prostration, General Debility, Sleeplessness, Depression and Indigestion.* That feeling of bearing down, causing pain, weight and backache, is always permanently cured by its use. It will at all times, and under all circumstances, act in harmony with the law that governs the system.

It is impossible for a woman, after a faithful course of treatment with this medicine, to continue to have weakness of the uterus, and thousands of women to-day cherish grateful remembrances of the help derived from the use of this remedy.

For the cure of *Kidney Complaints* of either sex this compound is unsurpassed.

It dissolves calculi, corrects the chemistry of the urine, restores the normal functions of the kidneys, and prevents the organic degeneration which leads to *Bright's Disease.*

One trial will charm and excite your Enthusiasm.

Remedial Compound is prepared in Pill and Liquid form, $1 per bottle, $7 per doz. Pill (sugar coated) by mail per box 50cts.

Address REMEDIAL COMPOUND, Stanstead, P. Q. or Derby Line, Vt.

REMEDIAL LIVER PILLS (sugar coated) cures Torpidity of the Liver, Headache, Billiousness, &c., they are quick, mild no griping, and should be used in connection with the Remedial Compound. By mail 25c.

Either of the above remedies sent on receipt of price, or had from Druggists generally.

nov 19-Wky 1yr

London HOUSE,

Government Street.

Closing Out SALE.

NEW	Millinery and Bonnets	AT COST
NEW	Felt and Beaver Hats	AT COST
NEW	Feathers and Flowers	AT COST
NEW	Bonnet Ornaments	AT COST
NEW	Fur Capes, Boas & Muffs	AT COST
NEW	Brocaded Silk Dolmans	AT COST
NEW	Fur Lined Cloaks	AT COST
NEW	Jersey Cloth Jackets	AT COST
NEW	Fur and Plush Capes	AT COST
NEW	Cashmere Jerseys	AT COST
NEW	Berlin Wool Work	AT COST
NEW	Crewel Work	AT COST
NEW	Plush Table Scarfs	AT COST
NEW	5 o'clock Tea Cloths	AT COST
NEW	Plush Mantle Borders	AT COST
NEW	Wool Antimacassars	AT COST
NEW	Silk Umbrellas	AT COST
NEW	(Boys') Jersey Suits	AT COST
NEW	Eiderdown Cushions	AT COST
NEW	Winter Hosiery	AT COST
NEW	Winter Gloves	AT COST
NEW	Dress Shirts	AT COST
NEW	Silks and Satins	AT COST
NEW	Plushes	AT COST
NEW	Knitted Goods	AT COST
NEW	Table Covers	AT COST
NEW	Brocaded Cloakings	AT COST
NEW	Comfort Quilts	AT COST
NEW	Blankets	AT COST
NEW	Ribbons	AT COST
NEW	Lace Goods	AT COST

Full Line of Staple Goods at Cost.

SHEARS & PAGE,

LONDON HOUSE.

COAL! COAL!

HALL & GOEPEL,

AGAIN TO THE FRONT WITH

Best Double Screened

WELLINGTON COAL,

Weight guaranteed. Delivered to all parts of the city free of charge.

OFFICE:

Government Street,

Next Door to the Telegraph Office. nov1

To Coal Consumers.

The Vancouver Coal Mining and Land Company (Limited.)

BEST HAND-PICKED

COAL,

$7 per ton of 2000 lbs.

PRICE—CASH.

W. T. DRAKE, AGENT V. C. C. Co'y

On Turner, Beeton & Co.'s Wharf, foot of Yates Street. nov22

Wood and Coal.

Consumers, Attention!

VANCOUVER COAL,

Of a superior quality, delivered in any part of the city, at $7 per ton. Also,

GOOD WOOD!

Delivered at current rates PER CORD (not loads).

All orders left at J. FINLAYSON'S store, corner of Broughton and Government streets, or at the SCOTCH BAKERY, Douglas street, will receive prompt attention from the undersigned.

nov27 1m A. C. ROWE.

FOR SALE,

A PAYING BUSINESS

IN NEW WESTMINSTER for sale. Six Bedrooms, well furnished, Dining Room and Furniture, Kitchen, with Range, Cooking Utensils and Table Ware. Price $1200. Reasons for selling, old age and ill health to attend to the business. Address W., HERALD office, Vancouver. ly

"Electricity is Life."

JACKSON'S ELECTRICAL APPLIANCES are highly beneficial to suffering humanity. Cold feet, Sciatica, Paralysis, Rheumatism, Lumbago, Liver complaints, Nervous Debility, positively cured. Numerous testimonials testify to their efficiency. Mrs. J. R. Jackson, Johnson Street, opposite Grand Pacific Hotel. nov 29-3m

THE PIONEERS' TRIP

The Continent Crossed in 1862 by a Party of Sturdy Canadians.

They Travel by Ox Teams--Fort Garry a Hamlet--Posts by the Way.

Hardships Endured--The El Dorado Reached in Six Months.

What Became of the Party--Where they Now Reside --Reminiscences.

BRAVE YOUNG MEN.

In the last days of April, 1862, a party of eight young men left the city of Ottawa on a long and perilous journey by flood and field. Their destination was the gold-fields of British Columbia, the then El Dorado to which the more adventurous and daring among the citizens of many lands were turning longing eyes, and to which they were tramping by hundreds and by thousands. The Ottawa party, of which the writer was one, were aware that Fort Garry, then a Hudson Bay trading post, was the rendezvous where a large and fully equipped party would organize for the transcontinental tramp, and to that point directed their steps. St. Paul, Minn., a frontier town, was reached by rail and steamboat on the 4th of May, and there a span of mules and a wagon were purchased to convey the travelers and their baggage to Georgetown, the head of navigation on the Red River. A portion of the party traveled to that point by Burbank's stage. At Georgetown, a new sternwheel steamer, called the "International," was nearing completion, and the travelers were compelled to remain ten days before it was pronounced fit to navigate the swift running waters of that very crooked river. On the 20th of May, everything being finished, a start was made

FOR FORT GARRY.

The water was extremely high and the deep banks that define the erratic meanderings of the river in its northern journey, were everywhere submerged by the spring flood. When two miles had been passed the "International" left the channel and ran into a heavily timbered forest, receiving fortunately no greater damage than the knocking down of her smoke stack. At 3 p. m., on the following day, the engine gave out, but was repaired, and after another short run the steamer was tied up for the night. On the morning of the 22nd, the wind blew pretty strong, and Captain Noble, a prudent commander, did not think it advisable to sail before 4 p. m. About 7 p. m., when backing to turn one of the short bends, the wheel was damaged by colliding with the bank, causing another delay. The 23rd was passed without accident. The 24th, Her Majesty's birthday, was celebrated on board the "International," within U. S. territory, by raising the Union Jack, firing a salute and a social dinner, at which toasts, speeches and songs were the order of the hour. On the 25th, the rudder was broken, causing a delay of a couple of hours, and Pembina, at the boundary line, was reached at 3 p. m. During the day we passed several groups of Indians, who greeted our approach by firing guns, shouting, running, jumping and other violent gesticulations. These demonstrations were interpreted by some of us as signals of welcome; by others as tokens of hostility and defiance. From the tragic scenes that occurred later on that summer in Minnesota—the steamer being burned to the water's edge and the captain and crew massacred by those same

BLOOD-THIRSTY INDIANS—

the probability is they then meant mischief. What saved us was our war-like appearance. Every person on board stood up in sight of the savages, with a rifle in hand, ready for defense upon the first appearance of hostilities. On the morning of the 29th we were informed that we were fifty miles from Fort Garry by land and one hundred and ten by river, and that we should reach the Fort during the day. This information appeared to infuse new life into the company, and to revive the spirits of those who had already began to despair of ever reaching the end of a journey so inauspiciously commenced. We reached the first portion of the settlement, about thirty miles above the fort, and at 4 p. m. we sighted the Fort, from which a salute was fired as the boat entered the mouth of the Assiniboine river, in honor of the arrival of the new steamer and bidding a kindly welcome to the "Overlanders." As the vessel neared her moorings, the salute was answered by a volley from one hundred and fifty rifles on board the boat. It appeared as though all Seikirk in holiday attire was there to receive us.

GOVERNOR DALLAS

accompanied by McKay, the celebrated northwest guide, had just arrived from Georgetown on horseback, and had announced our coming and made preparations for our reception. Lady Dallas was a passenger on the steamer down the river. We landed at 5 p.m., having been over six days in making a voyage that ought to have been accomplished in two. Upon reaching the Fort, we found that with those who had come down the river in canoes, or overland, besides residents of the settlement who intended joining the party, our company was increased to about two hundred souls.

Our first business was to gain all the information possible respecting the trails across the plains, and the different passes over the mountains, as we had not yet decided upon the route. For this purpose we held frequent meetings and consultations, and several interviews with Governor Dallas, Mr. McTavish, master of Fort Garry, and Mr. Christie, master of Fort Edmonton, who happened to be at Fort Garry. We secured as a guide to conduct us to Edmonton House, one Charles Rochette, a French half-breed, who was recommended to us by Bishop Taché as a trustworthy person. He was to be paid for his services $100—one half to be paid him at Edmonton and the other half to be deposited with the Bishop, who would give it to Rochette when he returned, and upon producing a certificate that he had fulfilled his engagement. In the meantime, horses, oxen, harness, provisions, etc., were being purchased. This was in some cases a slow operation, not because there was any scarcity of the articles in the settlement, but the extraordinary demand induced the settlers to ask more for them than they were considered worth. Horses cost on an average, $40; oxen, $80; carts, $8; and harness, $4. There were a few very good animals among the horses, but the majority were very ordinary. Oxen, however, were more generally used, and were found to possess great endurance and to be rapid travelers.

THE RED RIVER CARTS

were odd-looking affairs, constructed wholly of wood, without even a nail for a fastening. The harness was made of raw buffalo hide, and answered very well while it kept dry, but in wet weather, when it stretched, it became a perfect nuisance! The provisions consisted chiefly of flour and pemmican, which was bought principally from the Hudson Bay Company at the rate of $3.20 per 112 pounds for flour, and 6 cents per pound for pemmican. The flour was manufactured in the settlement, and was a good, wholesome article, somewhat dark and coarse. Pemmican is preserved buffalo meat, and although few of the party could eat it at first—its appearance, and the manner in which it was put up prejudicing one against it—yet almost everyone cultivated a taste for it, and before the mountains were reached it was considered a luxury. At that time the Red River colony was a considerable settlement, containing about 10,000 inhabitants, mostly half-breeds, extending along the banks of the Red River from about thirty miles above Fort Garry to its mouth, and westward along the Assiniboine for twenty miles. The soil appeared to be—as it has since proved to be—well adapted to the production of all the cereals and vegetables of the temperate zone; but farming in that age was conducted in an indifferent manner.

WITHOUT A MARKET

to dispose of the surplus yield of the soil there was no necessity to give any attention to its cultivation further than to supply the actual wants of the people. The rich plains afforded unlimited pasturage for their herds, and a profusion of game rendered existence possible and pleasurable to the half-breeds without the necessity of having recourse to the slavish toil of the husbandman. Society seemed to be in a sort of semi-organized condition, and many Indian customs and practices were observable in the habits of the people; indeed it was said that Indian manners were being revised.

From the difficulty experienced in procuring an outfit, our start from Fort Garry was likely to be delayed considerably if we waited until every one was ready; it was agreed that as each separate party had completed its arrangement, it should move slowly on, in order to obtain feed for the animals and that they should rendezvous at White Horse Plains, twenty-five miles from Fort Garry, and then wait for the balance of the party. Accordingly, on Monday, 2nd of June, at 5 p. m., the first company turned its face to the fast receding sun and started on the great journey. There was one ox and cart, loaded with about 800 pounds, for every two men. The first night we camped at Sturgeon Creek, seven miles out, and the following night, at 6.30, reached White Horse Plains, where there was a trading post of the H. B. Co. Remaining here until 3 p. m. on Wednesday, and only a few of the party having arrived, it was thought advisable to move slowly on. One guide informed us that we would find water in three miles, and it was agreed to drive there and camp for the night. Never dreaming that there could be any mistake, we did not take the precaution to fill our water kegs before starting. After driving seven or eight miles without finding water, it became a question whether we should continue on or retrace our steps, but after consultation it was decided to proceed. The thirst of the animals and of the men became most intense, and at midnight a halt was called to consider the situation. The majority preferred enduring the fatigues of the tramp to camping where there was no water. After another long march, performed in silence, suddenly, above the screeching of the carts, was heard the sweetest music that ever rang out on the midnight air. It was the song of the bull-frog. This indication was soon confirmed by the welcome word from the front,

"WATER AHEAD!"

It proved to be Long Lake, where we camped at 2 a. m. on the 5th, after traveling eleven hours without rest. Not being as yet inured to walking, we were all pretty well used up. Two of the party were found to be missing, and only reached camp at 9 a.m. While wandering about in search of water they had missed the trail, and in the darkness of the night were unable to find it again. As many parties had now arrived, it was thought prudent to complete the organization before proceeding further, and a general meeting was called, when the following parties were found to be present: Quebec, 24 men; St. Thomas, 21; Huntington, 19; Ottawa, 8; Toronto, 7; Montreal, 7; Ogdensburg, N. Y., 7; Red River Settlement, 7, including Mrs. Augustus Shubert and three children; Acton, 6; Whitby, 6; Waterloo, 6; Scarborough, 5; London, 5; Goderich, 5; Chatham, 3—making 136 in all. With those who "caught up" subsequently, the number was increased to 150 before reaching Edmonton. The remainder of those who were with us at Fort Garry, comprising the St. Peters, or Dr. Symington party, the Toronto party under Capt. S. Redgrave, and the Huron party, numbering about 50, followed in two companies, but neither of them succeeded in overtaking us. After due deliberation, the following

REGULATIONS WERE ADOPTED:

A captain was to be elected by the whole company, to whom was to be entrusted the general management of the train, so far as the time for starting, the order of the different parties in the train, the rate of traveling, the time for halting, the arrangement of the camp, &c., were concerned. The guide was under his special directions, and was to be the only means of communication with the Indians. In those duties, the captain was to be assisted by a committee composed of one member of each party. Mr. Thos. McMicking, of the Queenston party, was chosen capt., and the following were selected on the committee: Queenston, Mr. W. B. G. Thompson; St. Thomas, Mr. Hutchinson; Huntington, Mr. Wattie; Ottawa, Mr. J T. Halpenny; Toronto, Mr. Geo. Wallace; Montreal, Mr. Morrow; Ogdensburg, Mr. T. Phillips; Acton, Mr. Fortune; Whitby Mr. Simpson; Waterloo, Mr. Brocklebank; Scarborough, Mr. Joseph Hough; London, Mr. Uren; Goderich, Mr. A. C. Robertson. These matters arranged it was ordered that the largest party should take the lead in the train, the others to follow with order of their size; on the second day the leading party to go to the rear, the second party to lead; and so on in rotation until each party had its turn at the head of the column. The object of this order was to prevent jealousy, the first place in the train being considered the best both for procuring game and in passing over the soft places in the road.

LEAVING LONG LAKE.

Everything being in readiness, the company left Long Lake at 2 p. m., of the same day, with 75 carts and about 110 animals, some of them being used under the saddle and there being a few spare ones for relieving those in harness in case of accident. So large a company made a very imposing appearance as it dragged its slow length over the plains, and when marshalled in close order it extended a distance of over half a mile. Our march was now conducted with great regularity, and excepting for an occasional break in the carts or harness, there were few delays. When an accident of this kind happened to anyone, he was ordered to turn out of the train, and repair as soon as possible, and then take his place at the rear of the train so as not to disturb the order of the rest.

GREAT CAUTION RECOMMENDED.

All parties acquainted with the country with whom we had conversed upon the subject were unanimous in recommending us to use the greatest caution, both upon our march during the day and especially while camped at night, in order to guard against the Indians, who were continually roaming over these plains. We were informed that should they make any demonstrations it would be more likely for the purpose of stealing our animals than with any design against our persons. Our camp was therefore arranged in a triangular shape, the carts forming a corral, being drawn up side by side with shafts outward, and the oxen tied inside of this enclosure, each ox to his own cart. The tents were then pitched on the outside, each party occupying the ground opposite to their carts. Six men were appointed to watch at a time, two being stationed on each side of the triangle. The first watch began at 10 o'clock p. m., and was changed every two hours. During the first of our journey the night was divided into three watches, the camp being roused at 4 o'clock to be ready to start at 5, allowing one hour for preparing and eating breakfast. We usually drove till 11 o'clock, when we halted for dinner; started again at 2 o'clock, and camped for the night at 6 o'clock, making ten hours of traveling each day. A little experience, however, soon convinced us that six hours' drive in the forenoon without feed was too much for our cattle, and when the nights became very short we arranged it in this way: We set only two watches during the night, waking the camp at half-past 2 o'clock; started at 3 without breakfast; drove till 5; halted two hours to feed our animals and breakfast; started again at 7, and drove till 11, when we halted for dinner, making ten hours a day as before, but performed apparently with much greater ease. Our average rate of traveling was about two and a-half miles per hour. On Friday, the 6th, we stopped for dinner at Prairie Portage, a trading station of the Hudson Bay Co., and camped for the night, at a small lake.

So far our road was good and nearly the whole distance was over the open prairie. The character of the country passed on Saturday was somewhat different from what we had previously seen. We crossed several small streams of clear, cold water, with high, steep banks, down which we had to steady our carts with ropes, and a few miry sloughs, where it was necessary to put our shoulders to the wheel to assist our cattle through. It was rather amusing to note the expedients resorted to by the boys to obviate the necessity of going into the mud on this, their first initiation into this mode of traveling, but most of us lost all delicacy upon this point before we reached the Fraser, for after taking the trouble two or three times of stripping off our shoes and stockings and rolling up our pants above our knees and then going in up to the middle, we came to the conclusion that there was no use being too fastidious about the matter. The reader who has just made a trip over the same country

IN A PULLMAN PALACE CAR

at the rate of, perhaps, 40 miles an hour, night and day, will drop a thought of sympathy for the westward bound Pilgrims of the year 1862!

We camped on Saturday night on the bank of Soft river, a clear, rapid little stream, with gently sloping banks and shaded at intervals with groves of poplars. As the fire had quite recently passed over this locality we found the feed rather short for our animals. The next day, the 8th, being the Sabbath, we remained in camp. A special article in the constitution of our company provided that we should rest regularly on the Sabbath, unless some urgent necessity should compel our advance. A portion of the day was devoted to religious worship, a practice afterwards regularly observed throughout our journey. These exercises were generally conducted by Mr. Joseph Robinson, of Queenstown, but on this occasion Mr. A. L. Fortune, of Huntington, officiated. Upon these occasions our friends at home were objects of special solicitude and a fervent and cordial amen would be given from a hundred hearts as unnumbered blessings were invoked on behalf of the dear ones whom we had left so far behind us. While the vast and lonely plains reverberated with the notes from our songs of praise, the mind was intuitively invited to contemplation, and to enquire whether these sounds might be recognized as the footfalls of advancing civilization or to wonder, as the last echo of these unwonted sounds died away in the distance, if silence and solitude were again to succeed. At 10 o'clock in the forenoon of the 11th we reached

THE LITTLE SASKATCHEWAN,

a branch of the Assiniboine. The train occupied forty minutes in fording the stream, when we halted for dinner on the western bank. A number of trout were caught from the river during the dinner hour. On Thursday, 12th, we halted for dinner at a salt lake about two miles long and one wide. Its waters were quite brackish, having a taste very much like that of Epsom salts. The salt which we bought at Fort Garry was made at some place between this spot and Lake Winnipeg. On the 13th we passed through a fine country, pleasantly diversified by hills and valleys, woods and prairie. From Fort Garry to this point our course was due west, and from Fort Ellice onward our general direction was northwest. We left Fort Ellice at 1 p. m., and driving a few miles reached the crossing of the Qu' Appelle. In descending the hill, which was very long and steep, several accidents occurred one of which well nigh proved fatal. The ox belonging to Mr. Morrow, of Montreal, having become unmanageable, began running down the hill, dragging Mr. Morrow with him, and the trail being very slippery with the rain, he fell under the cart and one of the wheels passed over his head. When first picked up he was insensible. Dr. Stevenson, having dressed his wounds, he soon recovered and in a few days was able to take his place as before. We crossed the Qu' Appelle in the same manner as the Assiniboine, but the river being narrow and the current slower, we were able to manage a scow large enough to carry two oxen and carts at a time, so that our transit occupied a much shorter time. For the use of these boats we paid the agent of the Hudson Bay Co. fifty cents for each animal and cart, amounting in all to a trifle over $50. It never ceased raining during the whole afternoon, so that when we camped we were thoroughly drenched, and we had no opportunity for drying our wet clothes. This was the beginning of our experience in such exposures. On Tuesday, the 17th, we made a very long drive of thirty miles, over a good road, and through a beautiful country, and camped for the night on the western side of Gulch creek.

THE WEATHER

at this time was remarkably cold, and we were somewhat surprised upon rising on the morning of the 18th to find everything white with frost and a covering of ice an eighth of an inch thick upon the water in our camp kettles. On account of the frost on the grass our animals did not appear to feed very well, and owing to the long drive yesterday we did not strike our tents until 6 a. m. When the train was ready to start this morning it was observed that our guide did not take his place at the head of the train as usual, and, upon making enquiries after him, it was discovered that he had borrowed a gun from the late Mr. Nester Patterson, for the avowed purpose of hunting at a little distance from the trail, and that he had ridden southward. A change in his conduct towards the company, and an unusual reserve in his intercourse with us, had been remembered for a day or two, but we were completely in his power, and in order to retain his confidence it was necessary that we should cultivate a confidence in him and never betray the slightest distrust in his faithfulness. He was, therefore, allowed to go as he pleased without any restraint. The day were on, the dinner hour passed, camping for the night came, and still no guide; but it was not until after supper, when the company were assembled within the corrall to deliberate upon our situation, that we could be brought to believe that we had really been the victims of treachery. Now our worst fears were realized—our guide had deserted us. After the guide had gone it was considered prudent to increase our vigilance, lest he or some of his accomplices might be prowling about, watching for an opportunity to steal our animals. We were now thrown entirely upon our own resources, but we had obtained such a knowledge of the country, and of the marks by which the trails across the plains were distinguished, as enabled us to find our way without any very serious difficulty. The country passed through between the 18th and 24th was of a very monotonous character, consisting almost entirely of open plains, destitute of timber, and living streams, but containing a great many little lakes. These lakes were literally

[Continued on Sixth Page.]

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Victoria, Nov. 27, 1886. nov30 1m

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The machinery used is of latest pattern, the ingredients are pure water, malt and hops, and a trial is only necessary to convince that the brands are the finest manufactured in the Province.

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Special Inducement

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Desiring that the Weekly Times should be read in every family, and found in every house and cabin in British Columbia, the publishers have decided upon offering the following rare and unheard of inducements to new subscribers.

Every person remitting $2 along with his own name, or that of a friend to whom he wishes the Weekly Times to be sent, will receive a copy up to the 1st of January, 1888; that is the balance of the current year and the whole of next year for one year's subscription. Names therefore should be handed in at once to receive the full benefit of this advantageous offer.

EXTRAORDINARY INDUCEMENTS.

The publishers have perfected a scheme for dividing amongst the subscribers to the Weekly Times valuable prizes, amongst which will be a

GRAND BELL ORGAN,

Style 45, B, costing the publishers $250. The instrument is now on view in C. A. Lombard's Music Store, Government street. This will be the FIRST PRIZE. The world wide fame of these organs is a sufficient guarantee as to the quality of the instrument to be given to a Weekly Times subscriber.

A Half Case, beautifully finished

DOMESTIC SEWING MACHINE,

the retail price of which is $75, purchased by the publishers from Mr. T. W. Fletcher's Sewing Machine Emporium, Fort street. The excellence of this machine was demonstrated at the late exhibition, by the beautiful work executed on it; the ease of motion, rapidity and its marvellous stillness, and the wide range of work the Domestic can perform places it at once at the head of all rivals. This machine will be awarded to a fortunate subscriber to the Victoria Weekly Times. This will be the second prize.

A FIRST CLASS PLOW,

to be selected from the ordinary plows kept in stock by Messrs. Nicholles & Renouf, at their mammoth Hardware, Machinery and Implement warehouse, Yates and Broad streets, Victoria. The makes kept in stock by this firm are those of Messrs. Copp Bros., Hamilton; Cockshut & Co., Brantford, and J. Fleury, Aurora, Ont. All are famous manufacturers. The winner to be permitted to select his choice from the ordinary makes of any of these firms, for which Messrs. Nicholles & Renouf are the sole agents in British Columbia.

THE OTHER PRIZES

Will include a first class Rifle, Gun, Revolver, Webster's latest revised Unabridged Dictionary, beautiful Table Lamps, Albums, the Domestic Physician and many other articles of utility.

The Distribution of Prizes,

will take place early in the incoming year, and will be under the superintendence of well-known reliable parties, full particulars of which will be announced hereafter, and which we are persuaded will give satisfaction to all interested.

How to Subscribe.

Enclose $2 in a registered letter; writing name of subscriber (the party to whom the paper is to be mailed) and post office, in a plain hand, and address

"THE TIMES" Office,
Victoria, B. C.

Notice is Hereby Given

That the undermentioned persons intend making application to the Chief Commissioner of Lands and Works for permission to purchase the undermentioned tracts of land situated on the north-east coast of Vancouver' Island, and described as follows:—

No. 1. Commencing at a post on the shore about half a mile east of the mouth of Sasquash River, thence south 80 chains, thence west 80 chains, thence north 80 chains, thence east 40 chains, more or less, to the shore line, thence following the shore line to point of commencement, containing 640 acres.

F. G. RICHARDS, Jr.

No. 2 Commencing at the south-east corner of F. G. Richards' claim, thence south 80 chains, thence west 80 chains; thence north 80 chains, thence east 80 chains, to point of commencement, containing 640 acres.

A. A. GREEN.

No. 3. Commencing at the south-west corner of A. A. Green's claim, thence west 40 chains, thence north 80 chains, thence east 80 chains thence south 80 chains to point of commencement, containing 640 acres.

W. P. SAYWARD.

No. 4. Commencing at the north-east corner of A. A. Green's claim, thence east 80 chains thence northwest along the shore line to the northeast corner of F. G. Richards' claim, thence south 80 chains to the point of commencement containing 320 acres, more or less.

J. CARROL.

Victoria, B. C., Dec. 14, 1886. dec18 law 2m

NOTICE IS HEREBY GIVEN that I intend making application to the Chief Commissioner of Lands and Works for permission to purchase 640 acres of land, situated and described as follows:—

Commencing at S. E. corner of R. E. Jackson's claim thence due north 40 chains, thence due west 160 chains, more or less, to Sooke River, thence southerly along Sooke river 40 chains, thence due east 160 chains to point of commencement.

M. W. TYRWHITT DRAKE.

Victoria B. C., 6th Dec 1886. dec 6 m 2m

NOTICE IS HEREBY GIVEN that I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 160 acres more or less situated in New Westminster District at the head of 1st Gorden Pasha Lake and described as follows. Commencing at a post to the north west corner of M. C. Ireland's claim; thence south 40 chains; thence west 14 chains to the shore of 1st Gorden Pasha lake; thence follow shore of lake in a north westerly direction about 60 chains; thence north 28 chains; thence east 28 chains to the shore of 2nd Gorden Pasha lake; then follow shore of said lake in a easterly direction to the place of begining.

F. A. BATH.

Victoria, Oct. 30, 1886. oct 23 law 2m

NOTICE IS HEREBY GIVEN that we intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 1,280 acres of land at Mesqui a Bay, Sayward District and more particularly described as follows:—

The north-east corner post is situated on the north bank of small river running into Menzies Bay, distance about two miles south-west from aforesaid Menzies Bay; thence running south eighty chains; thence west one hundred and sixty chains; thence north eighty chains; thence east one hundred and sixty chains to place of commencement.

JAMES SING.
E. PRIEST, C. E.
Nanaimo, Nov. 4, 1886. nov12 law 2m

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HAVE ALWAYS IN STOCK

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GOLDEN RULE CLOTHING STORE.

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Portable Engines,

No better Agricultural Engine made; they give satisfaction to Threshers.

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The best in the market for Horse Power; long established repute.

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No further Delays in Filling Orders!

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PRICE LISTS ON APPLICATION.

Best Brands of RUBBER BOOTS and SHOES supplied at Lowest Rates.

SOLE AND UPPER LEATHER, HARNESS LEATHER, SKIRTING AND APARAJO.

HIDES AND SKINS BOUGHT.

THE PIONEERS' TRIP.

Continued from 5th page.

ALIVE WITH DUCKS,

but as it was their breeding season we shot very few of them. The trail, too, for this distance, was uniformly good, with the exception of an occasional slough in the vicinity of these little lakes, some of which we had to fill with brush before we could drive over them. At 9 o'clock on the morning of the 24th we passed a deserted trading post of the Hudson Bay Co., the Tonchwood Hills.

On the 25th we passed an immense trackless prairie, so destitute of anything in the shape of a tree that it was impossible to procure a single stick for cooking our food. We were in the habit, however, whenever the country ahead of us appeared to be without wood, of gathering a little, which we carried along with us on our carts. On the 26th we traveled through a magnificent country of woods and prairie, bearing a most luxuriant growth of grass and traversed in all directions by old buffalo trails. It had evidently at some time been the resort and pasture land of immense herds of these animals, as their bones were thickly scattered over the whole country. We had now succeeded in establishing such order and discipline in the company, and all our movements were executed with such military precision, that within fifteen minutes after the order to start was given, and the word, "every man to his ox," had been passed around, all the animals would be brought in and harnessed, the tents and baggage packed up and loaded, and the whole train would be in motion. On the last day of June we reached the south branch of the North Saskatchewan river.

AT CARLETON HOUSE

we purchased some fresh buffalo meat that had just been brought in by the hunters. We passed the Thickwood Hills on the 3d, and the Lumpy Hills on the 4th. Large numbers of wolves were now continually prowling about and were very attentive to our company. On the 9th of July we reached Fort Pitt. The country through which we were now passing was traversed and intersected by innumerable streams, tributaries of the Saskatchewan, and these had become so much swollen by the extraordinary floods as to render fording impossible. The only way we could get over was by bridging, and to such an extent had the waters risen that between the 18th and 21st we built eight bridges, averaging from 40 to 115 feet long, besides wading without much ceremony through everything not more than four feet in depth. On the afternoon of the 21st we reached the crossing

AT FORT EDMONTON,

the sight of which was the signal for a hearty and tumultuous cheer, which was repeated again and again as the different parties came up. It remained for us now to determine by what route we should next proceed, and what pass we should take across the mountains. In the solution of this question we had frequent interviews with Mr. Brazeau, of Edmonton, the Rev. Mr. Woolsey, who had been several years in the country, Thomas Clover and Timoleon Leves, his partner, and a Mr. Alexander, who had recently returned from Jasper House. All parties with whom we conversed agreed that the Boundary, Kootenay and Sinclair passes were the easiest and presented the fewest difficulties, but recommended the Leather, Cowdung Lake or Jasper pass for our purpose, as being the shortest and most direct way to Cariboo. We found a guide in the person of one Anctre Cardinal, a free man of St. Albert, who was born at

JASPER HOUSE,

and for whose services we paid $50 in cash, an ox and cart, 100 pounds of flour and a few groceries. On July 29th we started again, our party being now reduced to 125, with about 140 animals, having purchased a number of additional horses. Our animals were loaded with from 150 to 250 pounds each. We halted for dinner on the bank of Sturgeon river, and camped for the night by the Lake of Many Hills, where we remained until Monday, 4th of August. Here Mr. Wm. Sellars, of Huntingdon, who had waited at Fort Edmonton for the arrival of Dr. Symonton's party, overtook us, bringing letters from Fort Garry and a copy of the Toronto *Globe* of the 16th May, which was the last intelligence we received from the outside world until we reached the end of our journey. During the forenoon of the 8th we passed over a portion of road that language is inadequate to describe. It consisted of an interminable swamp in which nearly the whole train would be mired at once, and over which we carried a considerable portion of our packs on our shoulders. What a change there is now for the better! No more wooden carts nor pack-animals wanted to make a trip from east to west—the Pullman car has superseded all previous ways of travel. On the 9th we made a long drive through a dense forest, consisting chiefly of spruce, pine and poplar, in the midst of which we came upon a solitary grave. From a rude inscription upon the trunk of a tree we learned that it contained the last remains of one James Mokarty, who died while passing through these wilds. On the 13th August, as the train emerged from a thick spruce swamp, and halted upon a slight emfnence, we obtained the first distinct view of the

ROCKY MOUNTAINS,

although we were yet about 100 miles from them. On the 22d August, in the afternoon, we passed the Height of Land. Shortly after we struck the first water of the mighty Fraser at a point where we crossed at a single step. Here we ate our last pemmican, and found it necessary to kill an ox. Our supply of salt was nearly exhausted, and we had to cure our meat by cutting it into thin strips, drying it over the fire. On the 26th we passed a dangerous spot, very much like that opposite to Jasper House on the Athabaska. We did not venture our horses across it loaded, but unpacked them, and carried our provisions over on our backs. We were early roused from our slumbers on Wednesday morning by our guide shouting through the camp, "Hurrah for Tete Jeune Cache," and were informed that we should reach the Cache, if no misfortune befell us, some time during the day. Accordingly, at 4 p. m. we were delighted with a view of the welcome and long-looked-for spot. By the time we reached the Cache our stock of provisions was nearly exhausted, some parties being entirely out of flour, living solely upon beef without salt. We were very glad, therefore, to find a camp of Shuswap Indians here, from whom we got some dried salmon and huckleberry cakes in exchange for ammunition, shirts, handkerchiefs, needles, &c. After fully considering our situation, we decided to build rafts and canoes and float

DOWN THE FRASER,

taking a few animals with us as security against starvation. We built a number of rafts, about 20 feet long and 18 feet wide, and several canoes, some of which were lashed together in pairs to prevent them from upsetting. Besides these we procured some others from the Indians in exchange for horses. As we were rather short for axes and other tools our preparations here occupied considerable time, so that we were detained until the 1st of September. At 2 p. m. of that day, after taking leave of our companions, whom we had but little hopes of meeting again, we committed ourselves to the mercy of the Fraser amid the sorrowful exclamations of the Indians—"Poor white man no more." We estimated the current to run about five miles an hour. We floated as long as we could find the channel, cooking our meals on the raft, and running from daylight till dark. When we had made about 70 miles from the Cache we came upon a portion of the river which flows through an exceedingly level country, and where the sluggish stream, widening out to the distance of fully a mile, does not run at a faster rate than two miles an hour. The mountains here recede to a considerable distance from the river, and at times disappear altogether. On Wednesday and Thursday, the 3d and 4th September, we were interrupted only by two or three slight rapids. On Friday the country became more broken and the current of the river much swifter. Hitherto our progress had been uninterrupted by any misfortune. We had been sailing steadily onward for five days, and were just beginning to entertain feelings of security, and to congratulate ourselves upon our good fortune in having escaped the dangers we dreaded. But suddenly, at half-past 5 a. m. of Saturday, the 6th, we were startled by an unusual roaring noise, the cause and source of which was soon explained by the look-out shouting,

"BREAKERS AHEAD."

We had reached the big rapids, and we were already so near them and were being swept towards them by the current so rapidly that we had barely time to row ashore and make fast before being drawn into them. After landing we went some distance along the shore to examine the place before we should attempt to run it. About ten men remained on the raft and the balance of us stationed ourselves along the shore. Everything being ready the ropes were thrown off and the frail craft pushed into the current. With fearful velocity we were hurried along directly towards the rocks. There ruin seemed inevitable. It was a moment of painful suspense; not a word was spoken except the necessary orders of the pilot, which were distinctly heard on shore above the din and tumult of the scene. The raft shot closely past the rock, tearing away the stern row-lock, and glided safely down into the eddy below. The last part of the rapids was less dangerous than we had already passed and we got through it in safety. The scene we have described was re-enacted as each raft arrived at the canyon. Less fortunate, however, were those who attempted to run the rapids in canoes; and here the saddest part of the narrative begins: A canoe, carrying three of the Toronto party, Messrs. Carroll, McKenzie and Patterson, was the first to leave Tete Jeune Cache, and as it ran considerably faster than the rafts, those who first reached the place after them were surprised to find the party still there. Their canoe, which contained their provisions, tent, clothing, blankets, and even their coats, had foundered while they were attempting to let it down the canyon by means of a lariat. Everything belonging to them

WAS SWEPT AWAY.

During the interval that elapsed between this occurrence and the arrival of the raft they were exposed to all the inclemency of the weather, which at the time happened to be very cold and rainy, they being without food, clothing or shelter. Mr. Patterson, one of the party, had been complaining before he left the Cache of some slight affliction of the throat, which was greatly aggravated by exposure. Two other canoes, fastened together, carrying Messrs. Robertson, Warren and Douglas, of the Goderich party, shared even a worse fate than those who preceded them. They had only reached the first ripple when their canoes were suddenly caught by one of the whirls and turned bottom side up, throwing them and all their goods into the river. Mr. Robertson, being a good swimmer, immediately quitted the canoes and struck out for the shore, at the same time advising the others, who could not swim, to cling to them. They succeeded in maintaining their hold, and we could see Mr. Robertson manfully contending with the angry waves. At length the canoes drifted upon a bar, by which they were enabled to make a small island in the middle of the stream. After regaining their feet their first thought was to look after their companion, but he was nowhere to be seen. He had sunk from sight forever.

Of the parties that followed us, two, namely, Mr. Carpenter, of Toronto, and Mr. Leader, of the county of Huron, were drowned by the upsetting of canoes under similar circumstances. We arrived

AT FORT GEORGE

on the 8th September. Fort George is on the north side of the Fraser at the great bend. By the time we reached this point Mr. Patterson, who had been continually growing weaker since his severe exposure at the rapids, was found to be in a very critical condition. He was removed from the raft into the fort, where he received every attention at the hands of Dr. Stevenson and others, but the trial had been too severe, for he sank rapidly and died at 9 o'clock the evening of our arrival. His coffin was a small canoe cut into two pieces; he was laid in one half and the other half was put over him. This was the most northerly point reached during our journey. Mr. Thomas Charles, then master of the Hudson Bay Co's. stores at Fort George, was down the river for winter supplies, and, as he was hourly expected, we waited for him until the 10th, being desirous of obtaining all the information we could respecting the character of the river, the mines and the distance and direction to Cariboo. Again we started, accompanied by an Indian to pilot us through the rapids, which he represented as very dangerous. We found the river here divided into a number of streams by huge rocks rising in the channel against and between which the water rushed with considerable violence, but as they were far less difficult to navigate than those we had already passed they gave us but little trouble. On the 11th September we proceeded on our way in a dense fog. During the morning we passed several rapids, but as we had no previous information of their existence, we were generally into them or through them before we had time to think whither we were going. As our course for two days had been directly southward, and as we were rapidly descending from the mountains we observed the climate becoming perceptibly warmer. But the happy time for which we had long been waiting at last arrived. On the 11th day of September, 1862, at 2:45 a. m., we arrived at the mouth of

THE QUESNELLE RIVER,

where the Cariboo trail struck the Fraser. All were heartily glad at having reached our destination, and delighted that so long, difficult and dangerous a journey was at length concluded. But it was only after we had been allowed a little time for reflection, and had an opportunity to take a retrospective view of all the way by which we came, the innumerable perils to which we had been continually exposed, through all the vicissitudes of our journey during a period of nearly five months, and to talk of our numerous hair-breadth escapes; that we could fully realize or entirely comprehend the magnitude of the work we had accomplished.

Mr. Thos. McMicking wrote a graphic account of the adventures of the party that came down by the Thompson River; but space will not allow me to extend this narrative. I cannot close, however, without referring to a letter written by Mr. McMicking on Nov. 10, 1862, to the editor of the *Columbian*, in which he vividly depicted the great prosperity that our country was liable to attain to. In writing of the great plains Mr. McMicking said: The only obstacle then that prevents the immediate occupation and settlement of this magnificent tract of country is the want of proper communication between

THE RED RIVER COLONY

and Canada, and a sufficient outlet for its bountiful and magnificent productions; but let sufficient transit facilities be established between Fort Garry and Fort William. Let the flood gates once be lifted between Lake Superior and Lake Winnipeg, and a living stream would immediately pour in which would soon overflow the whole land. The wonder is that the tide of immigration has been so long restrained. Then, this preliminary step having been taken in the right direction, the great crowning work towards the achievement of which the attention of thousands is at the present time eagerly directed—the construction of a great Inter-Oceanic Railway that will connect the Atlantic with the Pacific will follow as a national necessity. Many of the apparent difficulties that at present surround the accomplishment of this gigantic enterprise are owing to the distance of the standpoint from which all our observations are taken. But let the light of science and civilization shine in upon the proposed track, and these obstacles will speedily disappear. If, then, as present appearances indicate, this vast interjacent territory be destined to become the very heart and centre of the great

BRITISH AMERICAN EMPIRE,

that will unite in one grand confederation the present widely separated provinces, it is a like the duty and interest of all parties concerned to pursue towards it such a line of policy as will most surely and effectually hasten the accomplishment of so desirable an end. Then our highly favored country will take its place among the nations, and become one of the great highways for the commerce of the world. Then Canada, our home, with her golden fields, and British Columbia the land of our adoption, with her fields of gold, shall become one and the same country, indissolubly united by a common nationality and cemented by a community of commercial interests—one of the strongest links in that chain which bind together the great brotherhood of nations."

SURVIVORS OF THE PARTY.

The following is a list of the survivors of the party now in the province:—John A. Mara, William Fortune and Brock McQueen, Kamloops; Richard H. Alexander, Hastings; Alex. L. Fortune, William McKenzie, Herman Kampskeit, Spallumcheen; George Tunstall, Peter McIntyre, Granite Creek; George Bailey, Henry Blanchford, Lytton; Daniel McQuarrie, Yale; John Brown, Arch. McNaughton, Andrew Fletcher, John Pinkerton, Eph. S. Harper, Cariboo; John Halpenny, Granville; Thos. Smith, Cowichan; John Fannion, Dr. Stevenson, R. B. McMicking, Robert Holloway, Robert Herron, Donald Thompson, Wm. Schuyler, W. M. Halpenny, Victoria; R. H. Wood, Skeena River; Stephen Redgrave, Kootenay. Mr. Wm. Glassford, who formed one of the Ottawa party, is now carrying on an extensive sash and door factory in Walla Walla, W. T.

Those named in the foregoing list are well-known and highly respected pioneer citizens, lending a willing hand in the developing of our latent resources. W.M.H.

THE RAILWAY AGE.

Continued from 4th page.

securing a railroad across the continent under one control, whose Atlantic and Pacific ends shall both be on British soil.

Construction of the "short line" to New Brunswick and Nova Scotia is hardly begun. A direct route from Montreal to the Maine boundary will be opened presently, but in the State of Maine only eight miles of road have been finished and hardly as much more graded. The route of the proposed line through Maine has not even been finally settled on.

From Lachine southeast to St. Johns, P. Q., some twenty miles, the grading has been substantially completed, and the track will be ready to operate upon the early opening of the St. Lawrence bridge. The grading of the direct road running from Lachine, 120 miles west to Smith's Falls, on the line from Ottawa to Toronto, has been finished, and a large part of the rails laid. It is not yet settled whether on the opening of the short line to the east the Central Vermont tracks between Farnham and Sherbrooke will be taken over or a new and more direct road built.

In western Ontario the extension of the Canadian Pacific tracks from Woodstock to London will be finished next month. Surveys have been made for an additional extension from London to Detroit.

It is known that vigorous efforts have been made to secure a New York connection from Montreal *via* the Delaware & Hudson road from Rouse's Point. It is also suspected that the Canadian Pacific Company has a hand in the operations of the so-called "Danbury pool," and the New York, Rutland & Montreal Company, with the possibility of the construction of a road parallel with the Rutland division of the Central Vermont from Rutland to Richford on the southeastern road.

It is expected that a connection will be made between the Canadian Pacific and the Minneapolis, Sault Ste. Marie & Atlantic line at "the Sault" next summer, though there are obstacles in sight. It has been announced that the Detroit, Mackinac & Marquette and the Marquette, Houghton & Ontonagon roads have been secured in the Canadian Pacific interest, to serve as links in the proposed lines to connect Sault Ste. Marie with Minneapolis on one hand and Duluth on the other. The Grand Trunk people are considering the feasibility of building from Gravenhurst to Sault Ste. Marie, south of the, Canadian Pacific route, which suggests a lively contest.

In Manitoba and the Northwest Territories construction on the branch lines or those controlled by the Canadian Pacific is being pushed on vigorously. The map which appears in this day's issue of THE TIMES indicates the lines under contract or survey in that vast country, whose advancement and development is going steadily forward.

In our own province, a service has been supplied New Westminster, placing the Royal City in direct communication with the railway system of the continent. In a few weeks it is expected the English Bay and Vancouver extension will be fully completed, equipped and in operation. Then the main trunk line of the Canadian Pacific Railway from Vancouver on the Pacific coast to Boston on the Atlantic seaboard—from ocean to ocean over its own system—will be completed, placing the scheme amongst the greatest of enterprises known in the world's history.

Word is said to have been received in this city to-day from Quebec, by Secretary of State Chapleau, that Premier Ross had tendered his resignation to the lieut. governor as leader of the Quebec government, and that the same had been accepted. He recommended the calling of Hon. L. O. Taillon, present attorney-general, to form a new government. It is the same old with a new head.

MOUNTAIN SPORTS.

Sporting Trip from Spence's Bridge Amongst the Mountains.

The Botannie Mountains—Lovely Valleys—Grand Scenery.

Four days' Excursion—Hunting and Fishing—The Company.

Abundance of Game and Fish—Dead and Trout Lakes.

Eighty miles from Yale, on the old Cariboo wagon road, where this same wagon road and the Canadian Pacific Railway first come together side by side, and where the Thompson River, which here runs east and west, is spanned by a sturdy wooden structure that has stood the test of over twenty years of winters' ice and summers' swirling high waters, embosomed amongst the mountains is the

VILLAGE OF SPENCE'S BRIDGE.

To passers-by, on road or rail, it may not seem an inviting spot, still it is the key to many a charming green dell and deep blue lake, hidden away behind the surrounding mountains. And the dry, bracing air of those mountains, with warm, almost rainless summers, and comparatively mild winters, makes it a place well adapted for the residence of invalids, or people suffering from lung complaints.

Soft, still and balmy, was the early September morning when Joe B. and myself left Spence's Bridge for a four days' sojourn in that lovely valley of the mountains called Botannie. We took with us an Indian for a guide, and we each rode one of those sure-footed Indian ponies, who climb like goats, and live and thrive on the roughest and scantiest of feed. The Indian packed a small tent and our fishing rods on his horse behind him. Joe had his Winchester repeating rifle, and I an India rubber coat strapped to my saddle.

Down the river side we rode, through a fringe half a mile long of fragrant wild rose and briar bushes, up the steep face of a high bench just beyond the waterfall, over the bench and through the Indian gardens that lie at the foot of tawny Shanahan, whose serrated top towers nearly four thousand feet above us. Down stream through sage brush and scattering pines, still climbing the mountain side, round ravines, where we trot our horses, over rocky slides where they walk slowly and carefully, until we reach the top of the first divide that looks down into the deep shadow haunted creek a thousand feet below, whose brawling waters come from where Botannie lies in the hills, and empties into the Thompson here. Still up the ridge of the divide, over one place where our horses carefully pick their way up a narrow trail, with a sheer precipice to the Thompson on one side, and to the creek on the other, up until we reach the top nearly two thousand feet above the river. Here we pause for a minute and look down to where the wide sweeping Thompson looks like a narrow streak of silver, winding deep in the valley below with its bridge in the distance like a line, and its houses of the village like

DOTS ON A MAP.

Westward we turn our horses heads and lope them across the level pine covered flats; then down the steep hill on the other side; down and through a cool shady creek, up the hill opposite, on over grassy benches where the country opens out and Botannie with its green hill sides appear straight ahead, still on through groves of aspens whose leaves are forever trembling and glinting in the sun; on through park like stretches of grass and trees until we reach Trout Lake at the lower end the valley. So, on a grassy flat well in view of the lake, we unsaddled our horses turning them out hobbled, and pitch our tent, and as the friends from Lytton who had trusted to meet us here had not yet arrived, taking our fishing tackle with us Joe and myself walked down to the edge of the lake where we discovered an old raft which we hauled out from its hiding place under the overhanging bushes, and rolling up our trousers above our knees, and our shirt sleeves up to our shoulders we set to work tying it all firmly together with withs of willow and covering it with a deck of pine boughs, then hunting up a couple of long poles we shoved off into the lake eager to try our luck and see what sport there was to be got. We were not disappointed, for the little lake was alive with trout, and almost every cast of the line brought up one or two victims. For nearly an hour we played our lines over the still deep water successfully, and when with our poles we sculled our raft back to the shore, we brought with us a fine string of fish, enough for our own dinner and that of our friends, if they had arrived. But there was no sign of them yet, and we were both hungry as hawks. So, without a dish, pan, kettle, fork or food of any kind, except the trout we had caught, we set to work to get our dinner ready. The Indian had a nice clear fire burning, and we sent him to the lake side to gut and clean a dozen of the fish, whilst Joe cut a lot of small sharp sticks to skewer them on, and I went to

HUNT FOR DISHES

to set our table. I found near the beach an empty peach can and further on, where some one had chopped down a cottonwood tree, I selected two good sized flat chips for plates. With my treasure I walked back to the camp, and found the trout frizzling and browning, each on a skewer before the fire, and a piece of the ground in front of the tent cleared of the long grass for a table. So after sending our valet, Lazy Jim, the Indian, to fill our peach can at a spring of clear water that came bubbling out of the bank, a few yards behind us, we spread our handkerchiefs on the grass before us, and then served up the trout smoking hot on our chip plates, and although with nothing but hunger for sauce, and clear spring water for wine, we made a hearty meal.

After dinner I stretched myself on the grass, rolled and lit a cigarrete, while Joe taking out his flute awoke the echoes of mountain and lake with the strains of Killarney, Scotch Lassie Jean, and many other sweet old melodies. All afternoon I lay dreamingly watching the shifting shadows on the lake, and listening to the music until the sun began to glow amongst the trees on the western hill tops, and we both jumped to our feet when we heard the clattering of horses hoofs and the sound of voices approaching from the woods below us. This was the advance guard of our friends, two ladies and a gentleman, who had come on ahead with tents, blankets and provender. Glad of their arrival, to work we went, and soon had a large, roomy tent erected for the ladies present and to come, and a smaller one for the gentlemen, and before half an hour had expired the ladies had a table cloth laid on the award, and a smoking hot supper of trout, potatoes, tea and biscuits ready for us. After supper a blazing camp fire of great logs was made up, and we all sat round it chatting and story telling; with sometimes a song, sometimes a melody on the flute, the evening passed quickly away.

THE MOON CAME UP

from behind the hill, lighting up the opens, but darkening all the shadows. Joe said it was 11 o'clock, and we had better not wait for the rest of our friends, as they might not arrive before morning, so we all retired to our aromatic beds of pine tops. I had only been in bed a short time, and was just beginning to doze off into sleep, when I heard the clattering of horses hoofs again, mingled with singing and laughter, and the missing ones—three ladies and three gentlemen—came galloping into camp. Bright and early next morning I went down to the lake to wash myself. I had to keep well in the centre of the path, as the grass was very wet with the heavy dew that had fallen during the night. This is the reason that the grassy valleys high up in the mountains are always so fresh and green; for it matters not how dry the day may be, always more or less dew falls during the night; and while the low lands suffer from droughts and the bunch grass almost dies out, or is replaced by sage and worm-wood, high lands like Botannie during their short summer, become verdant with luxurious vegetation. All day long the raft was kept going out and in, each lady having her turn round the lake on it, and to judge from the laughter, and little screams of delight they indulged in, as they drew out of the water gleaming and struggling trout after trout they must have enjoyed it.

Back from the lake on the hill sides we found acres of

HUCKLEBERRIES, THIMBLEBERRIES AND RASPBERRIES,

and on the higher unsheltered places we found a dwarf variety of the Scotch blueberry, just as sweet as those we used to gather when bairns on the hills "at hame." The grassy flats by the creeks and lakes and slopes of the hills were spotted with glowing patches of wild flowers, blue, pink and yellow. Night came again, and with it the blazoning camp fire and the accompanying song, story and joke, as we sat round its cheerful light, and once the music of Joe's flute brought the youngsters of the party to their feet, but it was too dark outside of the circle of light to be sure of their steps, so that the dance had to be given up.

Next morning I rose with the sun, and as soon as I had finished my breakfast and saddled my horse I started to make an attempt to reach the top of one of the hills behind Trout Lake. For two miles I rode along the trail we came into the valley on, then took to the ridge of a wooded divide that lay between Dead Lake in the upper part of Botannie Valley and Trout Lake. Along this ridge I rode until I came to where it joined the mountain, then along the mountain side winding and zigzaging up, picking my way as best I could amongst rocks, brush and fallen timber, without any indications of road or trail, occasionally startling a covey of grouse, and seeing plenty of deer. Slowly rising, for I had to rest and breath my horse often on the way up, until the trees became fewer and more scrubby, I reached a point where

I COULD GO NO FURTHER

on account of a wide rocky slide that barred the way. But the view from even this point over the hill tops was wide and weird. Peak after peak of high snow clad mountains rose to the south and west like great foam capped waves of the sea, while Botannie's green vale and blue lakes and wooded hillsides lay basking in the sun below me and the blue smoke from our camp fire rose straight up in the still morning air. I rested my horse here for a few minutes whilst I gazed upon the scene before and below me, and an eagle came lazily sailing from the distant woods up towards the bare grey rocky peak above and disappearing behind it. Straight down the hill I led my horse until I came to the level ridge again and loping him over the ridge and down the long grassy flat I reached the camp just in time for dinner. During our dinner

JIM, THE INDIAN,

had driven our horses up, so each one caught and saddled their own and off we all went for a scamper to

DEAD LAKE

and the north end of the valley. The youngsters went helter skelter, racing one another and were out of sight in a few minutes whilst we, the more sedate of the party, loped our horses more leisurely through the long grassy flat between Trout Lake and the first low divide; then over the divide and across a creek bordered on one side by a dense growth of bushes and on the other for over a mile by a meadow which we crossed at a gallop and reached the wooded bench on the other side through which the trail wound in and out beneath shady pines where spicy fragrance filled the air. A mile across and we reach Dead Lake longer and wider than Trout Lake and lying at the end of a long boggy salt marsh. It well deserves the name it bears for no life exists in its alkali waters; here we overtook the rest of the party, and after a few minutes rest returned to our camp.

Again, for the last time, stories were told, jokes cracked and songs sung by the light of the blazing camp fire, and the moon had peeped over the hill at the reflection of herself in the lake before we said good night and turned in. Next morning after breakfast Joe B. and myself bade good-bye to our friends, and to Bonnie Botannie, and by 1 o'clock in the afternoon we were at home in Spence's Bridge again, well satisfied with the pleasant time we had spent in the mountains.

Ox dit, that a dissolution of the newly elected Quebec assembly may be made on the ground of the number of seats contested, and that the dominion and Quebec elections may than be brought on together in January. Our Liberal friends must be on the alert against a surprise.

An important experiment is about to be tried by the White Star line of steamers. The great steamships of the present day are generally run with a single screw, but the White Star people are going to put in two screws. This will facilitate steering in difficult places, and in case one screw breaks at sea the ship will not be entirely disabled. This is a consideration of great moment, and many experts regard it as the next great step forward in ocean navigation. It is undoubtedly a more costly system than that now in use, but nobody now goes to sea without a shrinking dread of the possibilities of a long and helpless stay in the middle of the Atlantic after the breaking of a screw.

CHRISTMAS GOODS

Special Bargains for the Holidays.

We have just received a splendid line of Silk Hdkfs, Gloves Umbrellas, Braces, Cardigan Jackets, Mufflers, Scarf Pins and Sleeve Buttons, all of which will be sold at bottom prices. See the Beautiful Presents in our window, which we intend giving away.

A. GILMORE, - - JOHNSON STREET.

$6 RECEIVED TO-DAY, A FINE LOT OF Pants Goods MADE TO ORDER FOR $6, AT LEASK & MORRISON'S, 304 GOVERNMENT STREET. $6

THE HOLIDAY GOODS!

—AT THE—

Lansdowne House.

EXAMINE, EXAMINE, EXAMINE, EXAMINE.

New Lace Collars, New Lace Collarettes, New Lace Scarfs.	New Silk Hdkfs. New Linen Hdkfs. New Lace Hdkfs.	New Fancy Muffs, New Fur Capes, New Fur Gloves.

NEW FEATHER, EMBROI'D SILK AND SATIN FANS, 200 TO CHOOSE FROM.

New Wool Antis. New Wool Shawls. New Wool Dresses.	New Laces, New Gloves, New Hosiery.	New Embroidery, New Umbrellas, New Flowers.
Black Velveteen	Black Silks, Colored Silks, Colored Satins, Black Satins.	Colored Velveteens

Linen Tablecloths. Linen Table Napkins.

☞ALL THE ABOVE GOODS AT HARD TIMES PRICES☜

JOHN PARTRIDGE, Proprietor.

Lansdowne House, Yates Street, Victoria, B. C. del 1m

The Leading Store!

ERSKINE'S

Boot and Shoe Emporium,

Corner Government & Johnson Sts.

LADIES' LANGTRY BOOTS A SPECIALTY.

Be not deceived! Judge for yourself!! EXAMINE and WEIGH every article you buy from

A. J. ROWBOTHAM & CO.,

Grocers & Provision Dealers,

CORNER DOUGLAS AND PANDORA STREETS.

Who are anxious that you should compare their Goods in Price and Quality with those of all respectable dealers in the city.

Besides their CHRISTMAS FRUITS, which have arrived at last per C. P. R., they received per "Arica," from Liverpool, large invoices of ENGLISH FANCY GROCERIES, direct from Crosse & Blackwell.

They always carry a fine stock of

Selected Teas, Coffees, Chocolates, Cocoas, Spices, Extracts and Herbs.	Finest Quality Hams, Bacon, Butter, Cheese, Lard, Eggs, &c., &c.	Flour, Middlings, Ground Feed, Oats, Wheat and Bran, Potatoes, Vegetables.

Also, a fine line of Canned Fruits and Meats.

Great Xmas Sale OF

BOOTS & SHOES

COMMENCES THIS DAY.

A large line of Sample Shoes at Eastern Cost. Old Stock Cut to Half-Price to clear them out.

G. H. MAYNARD, - - Fort Street.

SANTA CLAUS

HEADQUARTERS.

THE EXPERIENCE OF ONE OF THE CUSTOMERS:

Much to buy, little to spend; the wants of his family had no end.
A plan thought came into his head; I'll try Henry Gribble's store, he said.
When he got to the door, and looked within, the big assortment made him grin;
There was the goods, pile upon pile. He felt himself compelled to smile.
Gribble's prices he said, were cheaper by half, which caused him so he had to laugh.
There was nothing he saw he couldn't afford. Go to GRIBBLE'S for bargains, be reward

Don't fail to see his beautiful assortment of

TOYS, DOLLS AND FANCY GOODS,

The Largest, Best and Cheapest in the Province. Also the Beautiful Oil Paintings, which will be given away to the customers of

HENRY GRIBBLE, - - Government Street, Victoria, B. C.

ANNOUNCEMENT!

If you will call on us you will find that our Stock of BOOTS and SHOES is well-selected throughout. We make a SPECIALTY OF REPAIRING; for neatness we cannot be beat. You will find us at

112 Government Street. IRVING BROS.

YUKON COUNTRY.

Canada's Vast Inheritance in the Extreme Northwest.

A Land Abounding in Great Mineral Wealth Awaiting Development.

The Mightiest of Rivers Within Canadian Territory--The Yukon.

Valuable Information Concerning an Hitherto Unknown Country.

Until the United States of America acquired that western portion of this continent known as Alaska., its topography, to a great extent, had been neglected, except along its shore lines and for a short distance inland in some places; the Yukon river valley being the only portion of the country known, and that only imperfectly. Alaska at that time was to the outside world a veritable *terra incognita*. Simultaneously with the descent of the Imperial eagle of Russia and the hoisting of the Stars and Stripes at Sitka, in 1867, was the idea of exploring that "land of the midnight sun" promulgated. Many will remember the long and fierce debates, both in the Senate and Congress, upon the wisdom of paying to Russia the sum of $7,200,000 for that north land. The success of the passage of the bill was due principally to the efforts of the Hon. W. H. Seward and Senator Sumner. The opponents of the purchase characterized the country as a "useless pile of

MOUNTAINS AND GLACIERS

which possibly might, at some future day, supply the United States with ice quarries." However, that far-seeing statesman, Secretary Seward, secured for Uncle Sam that valuable tract of country, which, from its position, ought to belong to the Dominion of Canada, and by many termed "Seward's folly." There are living to-day some of his brother legislators, who are ready to acknowledge that at least there was "wisdom in his madness." Take, for instance, into consideration the acquisition of the valuable sealing grounds leased from the government by the Alaska Commercial Company for $350,000 per annum, a sum sufficient to pay interest and contribute toward the government of the territory. Then again, there is valuable mining interests being developed. At present one of the largest and most complete quartz mills to be found on the continent is there in successful operation—both mechanically and financially. And it is gratifying to the inhabitants of that new country to be able to point to developments which prove that there is scope for many more. By the way the sealing privileges acquired have been brought prominently before the world, through the seizure by the United States steamer Corwin of three British sealing schooners while plying their calling in the Behring Sea, some 60 miles from land; viewed from the British standpoint it was a high-handed act.

Although many exploring parties have, from time to time, been fitted out and sent by the United States government, yet but little of a valuable character has been collected up to the time that "the special agent"

IVAN PETROFF

made his report in August 1882. That gentleman has given a deal of information in regard to Alaska and its people. But when we take into consideration the extent of country drained by the mighty Yukon, it can be at once understood that one or two parties can do but little in a year or so in the way of giving the public a correct topographical description of that far distant country. Since Petroff's time Lieut. Schwatka, and latterly Lieut. Stoney have done much coupled with the expeditions under them, to furnish desired information. These travelers and explorers have received from private sources—gentlemen resident in the interior of the country for a number of years—much detail of a valuable and practical nature. It has been found that a large proportion of the level land in western Alaska, along the valley of the Yukon is "tundra" and consequently of no value.

From two old British Columbians who have been engaged in trading on the Yukon during the last twelve years, both, in Alaska and in the Northwest, it is learned that eastern Alaska and the contiguous Northwest, are much drier climatically, and instead of the almost universal tundra further west, the banks of the river and valleys are principally gravel terraces, or benches fairly well timbered, which increase in quantity as the country is traversed eastward. The two young men referred to are Messrs. Harper and McQuesten; one had his headquarters at Fort Yukon, while the other remained at Fort Reliance, a point on the river which is said to be not more than half a mile either way from the 141st degree of west longitude, the boundary between American and British possessions. One other gentleman by the name of Mayo is associated with them in the trading business. During the last year these traders have removed their stock of goods from Old Fort Yukon and have established a new trading post at the confluence of the

STEWART AND YUKON RIVERS,

which they have named Fort Nelson. No doubt the advent of quite a number of miners, and the amount of gold which they were obtaining from the bars on Stewart River induced the removal of one of their stores to the point mentioned, which is about 70 miles east from the Alaskan boundary. In order that the reader may better understand the relative positions and distances of points of importance along the mighty drainage artery, flowing at least one thousand miles in British territory, thence sixteen hundred miles through Alaska, with a width in places of twenty miles, embouchuring by a number of mouths in Norton Sound, a part of Behring Sea. A few facts regarding its mightiness may be mentioned. It has been stated, and it may appear incredible to those who have been taught to believe that the Mississippi is the father of waters, to be told that the Yukon River discharges every hour one third more water than rolls by New Orleans during the same time. There are points on the river many hundreds of miles inland which give the impression of a vast inland sea. Strange as it may appear sea-going vessels cannot get nearer the mouth of the river than some 50 miles, on account of the immense quantity of silt carried down by the freshets.

THE PORT OF SAINT MICHAEL,

situate some 60 miles north from the river is the depot for the Yukon river and Arctic trade, and is visited by the Alaska Commercial Company's steamers two or three times during the summer. At this port the Company's river steamer loads cargo for the interior, taking on board 40 axe men to cut fuel on the trip up, whose mission it is as soon as the steamer touches the bank to rush, axe in hand to the nearest drift pile, so that the craft may be detained but as short a time as possible. For many hundreds of miles on the lower river this is the only means by which the steamer can be wooded up. Reaching Fort Yukon, a distance of about 1,200 miles from Saint Michael in 22 or 23 days, and Fort Reliance, 400 miles farther up the stream in 6 or 8 days more, makes the average length of the trip thirty days. Notwithstanding the number of hands employed, and the length of time occupied in delivering goods at Fort Reliance, the freight rate charged is remarkably low, viz.: $80 per ton; so that Harper & Co. are supplying provisions to the miners at Fort Nelson at a very reasonable price. There are about 70 wintering at and near that that point at present. Last fall flour was sold at $14 per 100 lbs; bacon at 30 cents per lb. and other staples in proportion. By the aid of a small steamer which Harper & Co., bought from the Scheffelin Bros., who took it from San Francisco to the Yukon for the purpose of using it in prospecting for gold, the owners are thus enabled to distribute and furnish supplies to miners at considerable distances from their depots. Mr. McQuesten informed the writer that during last summer he ran their steamer up stream 300 miles from Fort Reliance, and he had seen sufficient of the river, with its tributaries, to warrant him in saying that there is not any difficulty in steamboating on the Yukon for 2,200 miles, change boats, of say 300 tons carrying capacity, to run to Fort Reliance, while smaller boats could be used on the upper river. On Stewart river itself there is said to be from 120 to 150 miles of navigable water. The Lewis river, which has its rise near Chilkoot is pronounced navigable to what miners term the White Horse rapids, a point above Lake Lebarge. Salmon river, a stream falling into the Lewis some distance below Lake Lebarge, is, according to intelligent explorers who have been up it for over 200 miles, suitable for running a steamer nearly as far as they were. Then Pelly river, which is a stream of from 500 to 600 miles in length, from where it and the Lewis river form a junction, has its source in Frances Lake, which lies on the north western side of the water shed that separates the waters of the mighty Mackenzie from those of the Yukon. About thirty miles distant from Frances Lake, lying on the south-eastern slope is Lake Simpson, the fountain head of one branch of the Laird river. In days gone bye, when the Honorable Hudson's Bay Co. held absolute sway throughout the north-west, supplies for the various Forts located on the head waters of the Yukon were taken in by this route from

THE MACKENZIE DEPOTS;

a portage being made between the waters of Lake Simpson and those of Francis Lake. Since the H. B. Co. have deserted the Forts on the Yukon slope, this means of communication between the east and west has gone into disuse, except by the nomadic Indians, who range from one river to the other. Macmillan's river, a branch of the Pelly, which joins that stream from the north-east, about 100 miles from its mouth, is a tributary of considerable size and over 300 miles in length, and on which a steamboat can run for many miles. White river which rises in the south and flows north till it joins the Yukon some 30 miles higher up than the mouth of Stewart river, carries a large volume of water, and is said to be 400 or 500 miles long; a steamer can also be used on this stream.

Let any one who feels an interest in that distant and neglected part of our immense northwest, obtain a copy of what is known as Capt. W. H. Dall's map of "Alaska and adjoining Territories," issued by the United States Coast and Geodetic Survey, in 1884, and its importance and magnitude will be at once realized. The facilities of exploring it has been vastly provided by nature by means of the many water ways reaching east from the Alaskan boundary for nearly 14 degrees of longitude.

THE DOMINION GOVERNMENT.

It is scarcely creditable to our Federal and Provincial Governments to have to depend upon the exploration pushed forward by a foreign power to obtain information of one's own country; but so it is. It may be asked what is the country good for if explored to-morrow, and a topographical description published? In answer: Commencing some six years ago, a small stream of gold hunters flowed into the northwest portion of the Yukon country, and every summer since miners have visited it in search of the precious metal with more or less success. During the early part of last spring and summer over 200 miners purchased supplies in Alaska and went by way of Chilkoot to different streams where gold had been discovered, but principally to the Stewart river, where the best pay had been found. On a bar of Stewart river as high as $150 per day to the hand was made for 28 consecutive days. As the gold is what is known as "fine," experience points to the existence of coarse gold diggings further up the stream itself, or on some of the creeks falling into it. For a portion of last summer Harper & Co's steamer, New Rackett, was used in raising water for a mining claim situated on the bar mentioned above, and although tailings were being worked a third time, by the aid of sluices, over $20 per day to the hand for all employed was the result up to the end of the season. Others were mining on the Salmon, and in many instances obtaining from $25 to $50 per day to the hand. Salmon river, as was before stated, falls into the Lewis below Lake Lebarge and is what is called on Capt. Dall's map "Iyon." On Lewis river mining was prosecuted with more than average success. It is reported by miners who were there, that there were but

FEW BLANKS DRAWN

in that camp during last season. Some 70 men took up winter quarters at Fort Nelson and Stewart River, expecting to take out considerable gold in the fall and early spring. The writer was informed by several gentlemen who had examined a very large bar of about 4 miles in length, some 30 feet deep, and of considerable width, that it prospected throughout the whole gravel from one to five cents to the pan. This bar is on the main Yukon, below the mouth of Stewart River; but the difficulty in working is the lack of water. That necessary agent can be obtained some 25 miles distant at a large outlay; but as wood is plentiful it might be less expensive to employ steam power to raise the required water. At any rate all agree that there is a big thing in the bar if water was only brought upon it. It is also said by Mr. McQuesten that there are many other bars that prospect well, and that at no distant day will be worked profitably. This gentleman also asserts, that he fully believes that inside of the next two years, over 1,000 men will be mining and doing well on White River; his opinion being based upon prospects which he has obtained at several points on that stream. Taking the country as a whole Mr. McQuesten is of opinion that there is

A GREAT MINING FUTURE

in store for that part of the Northwest drained by the waters of the mighty Yukon.

THE ISLAND RAILWAY.

The Twin Island Sister Cities Connected by Rail---Extension Northward Probable.

One of the most important events that has yet happened in the history of this city, or the Island of Vancouver, was the completion last August of the Esquimalt & Nanaimo Railway. In September the road was opened for traffic and since then trains ran to and from the capital city with marked regularity.

The terms and conditions upon which Messrs. Dunsmuir & Co., constructed the line are already known to our readers. Many took exception to the terms, believing they were too liberal and that the government had erred in alienating so large a block of land as is embraced within the area extending from Muir Creek to Crown Mountain, and believed to contain at least one and three-quarter millions of railway lands, and embracing all the known coal-bearing lands on the Island, besides a bonus of $750,000 and exemption from taxation for a term of years. The so-called Settlement Bill was supposed to set at rest all claims held by this province against Canada for delay in completing the C. P. R. line within the time specified—ten years, and many, who otherwise were hostile to the proposal, quietly squiesced in the measure.

Along the line of the railway a large number of settlers have already taken up land. The price is but $1 per acre, and many good localities have been discovered. Prospectors and land hunters are out every day in quest of some choice spot for their future home. The available agricultural land will be taken up and peopled by an industrious class of settlers to the advantage of this city. But much to the advantage of this city. But much to the advantage of this city. But a large area will forever remain as bleak mountains, whose timber only will be of any value.

The line, if extended to the upper end of the Island will be a most important factor in the up building of this city, and the developing of the latent resources of the entire Island. To accomplish this, however, assistance, by way of a bonus or a subsidy by way of guaranteeing interests in the investment will be claimed. Not only will the Provincial government be asked to extend assistance, but also the Federal government, for to both of these the accomplishment of the work will be an important one.

To their credit be it known that so far Messrs. Dunsmuir & Co., have displayed great energy, enterprise and forethought in the management of the railway. The equipment is all that could be desired, equalling any of the great lines in the East. Now that the line is finished every one wishes the company the largest measure of success and prosperity. Mr. Dunsmuir, the President, is always at his post. He is assisted by Mr. Joseph Hunter, C. E., the energetic superintendent and an obliging staff of officials in the management of the line. Success then we say to the Esquimalt and Nanaimo Railway! We hope the dawning of the day is not far remote when it will reach from the south to the north end of the Island.

The climate although cold in winter cannot be other than healthy judging from the appearance of men who have spent many winters on that stream. Hardy vegetables are grown with but little attention. There is an abundance of game, as well as fish, to be had in most all parts of the country.

From the foregoing facts one will readily come to the conclusion that, from a national standpoint, it is necessary that the Dominion government do send competent officers to at least define and establish, if possible, in conjunction with representatives of the U. S.: (1.) The point on the Chilkoot route at the head of Lake Bennett, where it ceases to be American and begins to be British territory, as no doubt it will be found necessary to establish a customs officer at that point, as large quantities of goods will assuredly be sent in by that route, as they have in the past. (2.) It is positively necessary to establish the exact longitude of Fort Reliance, as it is said to be within a few minutes of the 141st degree longitude, either one way or the other. If it should be the policy of the Dominion government in future to collect duty on goods imported into that country, and as considerable, if not the bulk of supplies which may be required, will be brought up the Yukon, Fort Reliance being not only on the bank of the river, but on the boundary, will be

A POINT OF IMPORTANCE.

It will be wise to establish the location of the boundary between Alaska and the Northwest, both to the north and south of Fort Reliance, as it is desirable that miners engaged in their occupation may know to which government they are to look for protection. The Dominion government ought to clothe some one with authority to settle disputes, which are sure to arise between claimants to certain rights. Not longer ago than last summer the persuasive argument of the shot gun was brought into court, so to speak. The litigant who was at the butt end of the gun had the best of the suit, as he retained possession of the disputed ground. Aside from the desirability of having

THE BOUNDARY DEFINED,

it would be commendable on the part of the Dominion to send two parties into the field, so that the topography of the country might be known. In doing so, one party should be sent early in the spring by way of the Stickeen, then over the portage to Dease Lake, where boats could be procured to proceed down Dease river to its junction with the Laird; thence ascending that stream to Simpson Lake, where a portage to Francis Lake of some 20 or 30 miles could be made on the old H. B. Co.'s trail with the assistance of Indians and the crews, when the passage could then be easily made down the Pelly to the mouth of Lewis river, a distance of some 600 miles and then on to

FORT RELIANCE

about 400 miles further down. It would not be necessary for the party going by way of the Laird river to burden themselves with more supplies than would take them to the mouth of Lewis river. These supplies could be obtained at Dease Lake. Supplies could be sent in by the Chilkoot route and "cached" at a point agreed upon. According to the rates paid heretofore, it will cost from 16 to 18 cents per pound freight to lay down goods by the last named route at the mouth of Lewis river. If arrangements were made beforehand supplies would be furnished by Harper & Co., at Fort Reliance or at any other point within the scope of steamboat navigation, at a much lower price than could be done by either of the southern routes. At any rate with present facilities let the exploration be proceeded with by all means. At the same time a geological knowledge of the country could be obtained

FREE TRADE.

The reduction of internal revenue and the taking off of revenue stamps from Proprietary Medicines, no doubt has largely benefitted the consumers, as well as relieving the burden of home manufacturers. Especially is this the case with *Green's August Flower* and *Boschee's German Syrup*, as the reduction of thirty-six cents per dozen, has been added to increase the size of the bottles containing these remedies, thereby giving one-fifth more medicine in the 75 cent size. The *August Flower* for Dyspepsia and Liver Complaint, and the *German Syrup* for Cough and Lung troubles, have perhaps, the largest sale of any medicines in the world. The advantage of increased size of the bottles will be greatly appreciated by the sick and afflicted, in every town and village in civilized countries. Sample bottles for 10 cents remain the same size.

Photographic views along the line of the C. P. R. in B. C.; for sale at R. MAYNARD's, Douglas St.

CITY OF NANAIMO.

The City of Black Diamonds and its Magnificent Environment.

Its Unrivalled Scenery--Mines of Inexhaustible Wealth.

Coal Mines Worked by H. B. Co., Vancouver C. Co., and R. Dunsmuir.

A Bird's Eye View of Nanaimo as it is, and What it may Become.

The city of Nanaimo, the great coal centre of British Columbia, is situated some seventy-five miles north of Victoria, on Vancouver Island, and has a population in city and district of between three and four thousand inhabitants. It is situated on the west shore of the bay after which it is named, and was originally the home of the Nanaimo tribe of Indians, who were, when the first white settlers came, some thousands in number, their wigwams being spread on the whole west shore of the bay. The bay itself is about three and a half to four miles in length; the southern portion thereof is a large estuary of delta lands, the greater portion of which is overflowed by the high tides about three to eight feet deep. The head of the bay is formed by the above estuary, which is the deposits of ages brought down from the centre of the island by the great

KWOM-KWOM-QUA RIVER,

as the natives call it, now generally known as the Nanaimo river. The native name is more suggestive by far than its more modern cognomen, meaning in the Nanaimo language, "the strong waters." The river takes a southern course from its mouth for some five or six miles, running through some fine alluvial bottoms, which, during the heavy freshets, are mostly overflowed, to which they owe their richness and strength. Those lowlands are mostly covered by a heavy growth of cedar and pine—some of the trees averaging six to eight feet in diameter, and three hundred feet in height—occasionally interspersed with hemlock, spruce and white pine. Leaving those alluvial bottoms, the traveller comes to the first of a series of canons, over which the Esquimalt & Nanaimo Railway crosses on a fine truss bridge. The river here is between forty and fifty feet deep. From the bridge can be seen in season some of the finest trout and salmon that ever tempted the ambition of a disciple of Isaac Walton. The tourist has now to follow canon after canon for some five or six miles, varying from four or five feet in depth to one or two hundred feet, some of which are so blocked up by high rocks of conglomerate that during the summer, when the water is low, the tourist can enter the upper portion of some of the larger canons and walk from block to block their entire length, while the waters of the river are boiling and seething in the abyss below. After leaving the carboniferous deposits, we come almost unexpectedly upon the deserted gold mining camp of the past, just beyond a beautiful little mound of our

NATURAL BLACK DIAMONDS,

exhumed by the Esquimalt & Nanaimo Railway Company about eighteen months ago, from one of their prospecting drifts in the upper carboniferous deposits. Leaving the old mining camp we travel up to Boulder Creek, some one hundred and fifty feet deep—a gulch most appropriately named, from which great expectations were dreamt of, but, alas! they now are but glories of the past. Crossing this creek, we travel on through beautiful glades, the home of deer, wolves, grouse, etc., etc., and in winter the haunts of elk. Some three hours travel above Boulder Creek, we see the south fork of the Nanaimo, which runs up to the foothills of the Central, or Kennedy range of mountains, to within a few miles of the head of Cowichan lakes, through trap and granite region and a tract of country which will amply repay a visit thereto The water of this branch is as pure as crystal, free from color, and taintless enough to suit the most fastidious in tastes. Returning we ascend the main stream some two hours more, when we find ourselves at the lower Nanaimo lake. This beautiful sheet of water is the first of a chain of three lakes, two of which are goodly sized, teeming with trout of fine quality and taste. The lakes are connected by short channels, or links. The first has a large quantity of lowlands on the north side, behind which are some fine timber lands, containing immense quantities of white pine and yellow cedar. The river flows into the upper lake, at the western extremity, forming a beautiful estuary. The north side of those lakes has some fine mountain peaks within easy access, the highest between four and five thousand feet, and commanding a fine range of country from its summit. Starting again up the river, we come in about two or three hours to the canons, and after a pleasant but rather tiresome trip we have the pleasure of looking at our Natural Bridge. The river still winds its way up towards the foothills of Mount Moriarty, and but a short distance from the Falously Lake, which flows into the Alberni canal. Returning to the Lower Lake, we return to Nanaimo by the foot trail, cut thereto some few years ago. Those lakes are destined to become a desirable resort for pleasure seekers in the very near future. They only require to be known to be appreciated.

THE HUDSON BAY COMPANY

nearly forty years ago, commenced to exhume coal at Fort Rupert, but hearing that veins of coal existed at Nanaimo, they moved the plant to the latter place and opened up some of the seams under what now forms the centre of the town. The Company brought a number of miners from the old country about 1848 or '49, amongst whom were R. Dunsmuir, the President of the Esquimalt & Nanaimo Railway. After a few years, the Company again, on the old ship "Princess Royal," brought out another consignment of miners from near Dudley, Staffordshire, England, many of whom are still here in our midst. Many strange stories could be told of those early settlers, who formed the nucleus of our town. Some of them when they left England, imagined that the good ship "Princess Royal" would anchor every evening for her crew and passengers to sleep on terra firma, but, alas! they were doomed to disappointment, for the sails were hauled taut to the breeze and away she bird for the far distant lands of the west, and lingered not, though longing hearts desired it. At last they arrived, after long weary months of wandering upon the bosom of the boundless sea at the site of their future home. As the boats landed them from the vessel our native population kindly assisted in

THE DISEMBARKATION,

which, on account of low water, was rather difficult. The boat with the ladies in pulling for the shore, grounded at a considerable distance from dry land, but an unexpected remedy at once presented itself. A large, muscular son of the forest cast aside his only article of toilet, plunged into the briny water in naturalibus, and in an instant seizing a daughter of fair England in his arms ploughed the waters into foam as he strode for the shore. But there was one in that boat who could not become a silent spectator, and who in stentorian tones, demanded to know, "Where bee'st thee gwoin with Ise woife?" and getting no immediate reply, jumped into the salt water swearing, in bitter invectives, to donate a free distribution of fists around his eyes, "words fortunately incomprehensible to the good Samaritan." Hence hostilities were averted. The Hudson Bay Company sunk a shaft just beyond the present post office building, known as No. 3. Being contiguous to the water, they built a wharf and shipped the coal direct from the pit's mouth. This was a great improvement, for previously the coal was put in baskets, conveyed to canoes, paddled alongside of the ship, and taken on board on the backs of Indians and Klootchmen. In the early sixties, the Hudson Bay Company sold out to a company known as the Vancouver Coal Mining and Land Company, limited, who took all the Company's works, etc., over, and shortly after they started the Old Douglas Mine, also a mine on Newcastle Island. They soon commenced the construction of a railway from the Douglas Mine to what is now Hirst's wharf, and imported

THE FIRST LOCOMOTIVE

that ever puffed its steam and smoke amongst the zephyrs of the Pacific, and caused the natives of Vancouver to stand aghast with wonder and amazement, unable to understand how the thing went. As our coal industries grew, so also did the town. The Vancouver Co. extended their works to Chase River, and after a time to Southfield. They of late years have sunk a large shaft on the west shore of the bay, and christened it No. 1 (yet it really is No. 5). This shaft is, on the English principle, round, eighteen feet diameter, and over six hundred feet in depth. Along side is the air shaft, sixteen feet in diameter and about the same depth. Near this is erected a fan of gigantic proportions, to supply the mine with fresh air by suction. The output of No. 1 for the 23rd December, 1886, was about 600 tons. The coal is really fine and hard, and eminently adapted to make our homes bright and cheerful with its comfortable blaze while snowflakes are floating in the air. The genuine Nanaimo Douglas Coal is known by the white ashes left after combustion. It is extremely lasting as a household fuel, but it is remarkably prominent on this coast as the best gas coal produced on the Pacific slope, and is in good demand by the gas companies of the different towns and cities of the Pacific. The discovery of coal here in town lead others to turn their attention to the discovery of other veins. In the sixties, R. Dunsmuir, Esq., discovered a vein of coal some three miles back of the town, and induced a branch of the Earl of Harewood's family to purchase some nine thousand acres of land for mining purposes, but unfortunately this was not a success. After some years, Mr. Dunsmuir opened up the Wellington seams, and by careful management and practical knowledge of the working of mines, has demonstrated the fact that our coal deposits are hidden treasures. Wellington is situated about five miles northwest of Nanaimo city, and is the centre of one of our great coal industries. During the past sixteen years some extensive strides have taken place. The town proper is a short distance south of Long Lake, and commands a most beautiful view of Mount Benson in the foreground. It is contiguous to four fine lakes, which abound with fish, while the adjacent mountain slopes make most glorious hunting grounds. The Millstream Creek runs through the South Wellington estate and Mowich Lake, (now known as Brannons Lake) as it was called in the early sixties, thence by the western spur of the mountain, through slate rocks abounding with fossils and very pretty waterfalls, some of them being sixty or eighty feet in height. The proprietors of the Wellington Mines have now several shafts sunk to that celebrated seam of household coal which has, by judicious push and energy, become an household word on the Pacific slope, showing what can be done by zeal and perseverance. The company long ago provided themselves with the means of transport to the main market of the coast, and, also a depot there likewise. By constant supplies on hand, and liberal advertising of their products, they have marched boldly up to the head of coal producers. We have here at Wellington a saw mill in full blast, with a very fair capacity daily, when the mines are running full. The next colliery, some two miles south-east, known as the

EAST WELLINGTON COLLIERIES,

have also in connection therewith a saw-mill, but owing to the ill success which attended the primary efforts of this company, the demand for lumber was only very limited. Fortunately of late the company have struck some really good coal, and are at present running very full time. We all hope that more extensive exhumations may prove more profitable to this company. The steamer Empire makes regular trips to and from San Francisco with loads of this coal. There is quite a nice population in this comparatively new mining camp, and nearness to Nanaimo gives considerable vim to the latter place on Saturday nights. The Nanaimo saw mill is situated near the mouth of the Millstone Creek, and is evidently fully employed when logs are procurable. Close by is the Nanaimo Brewery, which has grown to be quite a manufacturing industry. This has been supplemented by another of smaller denominations, manufacturing ales and beer, on the Nanaimo River, six miles south of the town. There is also a small tannery on Mill street, but this has not been worked very regularly during the past year, for lack of hides, we believe. The past year has seen some rapid strides in improvements. The building of brick buildings for business has been inaugurated, and two handsome two story buildings have been erected. A joint stock company has been formed for the manufacture of gas, and the pipes are now laid through the principal streets and thoroughfares of the town. The company expect to soon light up the buildings and streets with gas. There has also been floated a company to supply the town with

PURE FRESH WATER

from the adjacent mountains. This Co. will, it is generally believed, have the water laid on in time for the coming summer's demand, and there is no doubt but that one of the attractions of the city will be its pure, sparkling, cold water. The city will then vie with any on the coast for salubrity and healthfulness. There are four wharves along the sea frontage, the Vancouver Coal Company owning the largest for coal shipments alone. The passing year has witnessed the completion of the Esquimalt & Nanaimo Railway, connecting Nanaimo with Victoria, and running a distance of about 71 miles. The railway is excellent, and the trains run daily, making the distance in about three hours and forty minutes and it is remarkable how regularly they arrive on time. The extension of the road to Wellington is now under construction, and will shortly be completed. That place will then be the termions of the line for the present. The scenery on the route is somewhat monotonous, while in other parts really grand and sublime, and as it nears our city of Black Diamonds the traveller passes by several of the coal mines and crosses the railway of the Vancouver Coal Co. to the Southfield Mines. The coal deposits of the district are practically inexhaustible, as the Vancouver Coal Company have at least three or four accessible veins on their property, and most probably others still lower down.

THE VIEW

from the top of Franklyn street is beautiful and grand on a fine summer's evening. In the distant east is seen heavy headed Mount Baker, with its top in the clouds; north, the broad expanse of the placid Gulf of Georgia, stretching away for some twenty miles to the mainland of British Columbia, with its serrated mountain ranges climbing peak above peak into the ethereal blue. Looking west, we see Nanaimo's highest peak, standing as a sentinel guarding her hidden treasures of black diamonds, yet possessing none herself. We must not conclude without a word in praise of our mountain peak. Possessing as it does a gradual natural ascent on the eastern side, and watered from foothills to summit by a living stream of pure cold water, it offers to the pleasure seeker that none of its sisters on Vancouver offer. Once the top is reached, you stand some three or four thousand feet above the sea, drinking in a panorama of scenery that stands seldom equalled on the coast, and frequently sought for in vain by the pleasure seeking tourist. The coming year is looked forward to as one of great expectations. The coal trade is apparently on the improvement. The facilities for meeting the same were never previously so great—the qualities of our coals are vastly superior than for a long time in the past—and we hope to see a corresponding amount of perseverance displayed, such as will prove clearly, though our coals are grimy, that Nanaimo's black diamonds are British Columbia's pearls. We hope to see the new council in the coming year act decisively, and push the welfare of the city ahead, for we must stride with long strides and strong strides, unless we wish to be left behind by our sister cities of B. C. The growth of the district demands and requires that the town should proportionately advance. It certainly will not do so of itself; but the creation of a laudable ambition in the minds of her inhabitants would be a grand point gained. A little more go-ahead, a little less penny-saved-pound-squandered would give the town an impetus plainly required.

Professor of Piano.

HERR HEINRICH BOHRER,

FROM MONTREAL, has arrived, and will reside for a permanency in Victoria. For terms, etc., address Hotel Driard, where he may be seen daily. dec23

B. C. Milling and Mining Co.,

(LIMITED.)

ASSESSMENT No 10.

NOTICE IS HEREBY GIVEN that an assessment of one cent per share has been levied upon the members of the above company, payable at the company's Office, Langley Street Victoria, on or before 29th January next, after which date all stock on which the assessment remains unpaid shall be deemed delinquent.

By order of the Directors.

GEO. A. SARGISON, Secretary.

dec22td

PACIFIC COAST S. S. CO.

DISPATCH A STEAMER

Every Saturday for San Francisco

Leaving the outer wharf at One o'clock p.m.

Jan. 1, - G. W. Elder.

Shippers must notify us when room for freight is required.

WELCH, RITHET & CO., Agents.

Wharf Street, Victoria, 13th December, 1887. dec27

NEW WAYS.

THE undersigned having put up a new set of Ways at the

Trahey Yard, Victoria Harbor,

Are now prepared to take anything from one ton to five hundred. We would respectfully solicit a share of the patronage of all owners of floating craft as we intend to make our place second to none in the Province, and shall ever aim to give satisfaction. References given if required.

ORLANDO WARNER,
EDWARD KERMODE.

dec14 1m

J. C. DEVLIN,

Produce and Commission Merchant,

DeCosmos' Block, Government St.

DEALER IN

Eastern Cheese, Butter, Hams, Bacon, Lard, Flour and Oatmeal.

Island and Mainland produce handled on Commission. Liberal advances made. Consignments of all kinds of produce solicited. sep30

VICTORIA

LOAN OFFICE.

Money advanced on Watches, Diamonds and Jewelry of all kinds, Guns, Pistols, Trunks and contents, &c., &c.

UNREDEEMED PLEDGES for sale Business strictly confidential.

44 JOHNSON STREET,

Opposite Railroad Hotel. P. O. Box 651.

ESTABLISHED 1858.

Yorkshire Market.

W. W. EVANS & CO.,

YATES STREET, between Government and Broad,

Beef and Pork Packers.

Sugar-cured Hams, Breakfast Bacon, Pure Leaf Lard. Every class of goods pertaining to the business. nov23 1y

Esquimalt and Nanaimo Railway.

ALL PARCELS OR PACKAGES for transportation over this Railway not exceeding 50 lbs. weight, and measuring more than three cubic feet, will be received and receipted for at Messrs. HARRISON & McLACHLAN's office, on Government street, next door to Bank of British Columbia. nov4

FOR SALE.

45 City Lots,

AT PRICE $150 EACH.

All in good situations. Terms if desired.

Corner Trounce Alley and Broad St. nov 4

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Friday, Dec. 31, 1886.

CITY AND PROVINCE.

Good-bye 1886.

New Year: to-morrow. No issue of THE TIMES until Monday.

A Happy New Year to everyone is the wish of THE TIMES.

—The Liederkranz ball last night was a genuine social success.

The Olympic Club will give their New Year dance this evening at the Theatre Comique.

—The Liederkranz social dance in Denny's Hall takes place this evening. Fun in store for those going.

—Annual sale of unredeemed pledges at Uncle Aaronson's for three weeks only.

A large quantity of local news has been kept over to-day, including a notice of the excellent charity concert held last night.

—Concert at Pandora St. Presbyterian school room, Friday evening 31st inst. Good programme with refreshments. Admission 25cts.

—Messrs. Leask & Morrison, 304 Government street, claim that they are the only house in the city employing first-class cutters and workmen. Hence the great run they are now having.

—The calendar issued by Mr. Munro Miller is by far the handsomest that we have yet seen. It is a perfect gem, gotten up in the best style of the "art preservative of all arts."

—The Mackley combination and Prof. Bonrque, the Prestidigitator, will give an entertainment in the Victoria Theatre on Saturday evening. The Professor has just arrived from the east where is known as the "king of magic." The performance of the Mackley company will consist of farce, pantomime and comedy. Admission 25, 50, and 75 cents.

Banking.

During the year the chartered banks and that of Messrs. Garesche, Green & Co., were kept well supplied with capital for legitimate business purposes, and at rates of interest ranging from 7 per cent upwards, according to class of paper and security offered. The deposits have kept up to those of former years, the total held by the Bank of British Columbia, British North America and Garesche, Green & Co. being close upon $2,000,000.

In the Dominion Savings Banks the deposits are still large. It is feared, however, that the recent regulation debarring the acceptance of any more than $1,000 within the financial year will militate against depositors in this province. The balance at the credit of depositors in the Dominion Savings Bank in this city yesterday was $1,617,970; in Nanaimo, $200,945; New Westminster, $810,780—a very gratifying showing for our provident people.

THE WELLINGTON MINES

Are owned and operated by Messrs. Dunsmuir & Sons. These mines are a very valuable property. From the mine to Departure Bay, where commodious wharves have been constructed for shipping purposes a line of railway runs, the distance being 5 miles. At Departure Bay the coal is dumped from the "shutes" into the vessel's hold. The company also own a fleet of colliers that ply between Departure Bay, San Francisco and other coast cities, where the coal from these mines is held at an advance of from $1 per ton upwards over all others brought into these markets. The capital employed by Messrs. Dunsmuir & Sons in their business is large. They employ over 600 hands. The coal exported last year amounted to over 180,000 tons. The out put capacity is large and capable of an expansion at a trifling outlay. It is understood that coal for this city will shortly be taken in over the Island railway.

Our Mineral Wealth.

British Columbia has passed the evening and nights in her mining history, and is now approaching the morning, it is believed, of great developments in quartz. From a number of districts throughout the province comes the news of quartz lodes being found, and, judging from assays obtained from many of them, and the interest taken in consequence by mining men, and men of means, we have no hesitation in predicting that within the next two years, many of these mines will be returning a handsome dividend to their fortunate owners, which will cause outside capitalists, who have up to the present looked shy at our country, feel anxious for British Columbia quartz investments. So mote it be!

Decline a Coalition.

LONDON, Dec. 31.—Hartington, after a conference with Goschen this morning, called on Salisbury and informed him of the decision of the Liberal Unionists to refuse to enter a Conservative cabinet, although they would continue to support.

Sir Michael Hicks-Beach has accepted the position of Councillor of the Exchequer in place of Lord Randolph Churchill.

Right Hon. William Henry Smith, Secretary of War, is to take Lord Randolph Churchill's place as leader of the Conservatives in the Commons.

Should be Saved.

THE TIMES on repeated occasions has pointed out the injury done the province by the sums of money sent out of the country yearly for produce, the product of the farm and the dairy, all of which could be grown within the province. From the following table it will be observed that at this port alone the imports in this line amounted to over $600,000 if freight be considered:

To-day's Times.

This issue of THE TIMES is the largest newspaper ever issued in British Columbia. Its patrons and the public will be the judge of its merits. To the customs and other governmental officials we are indebted for the kindly aid and assistance given us in the preparation of our New Year number. Others have also rendered us great assistance.

MIRTH AND MUSIC.

The Concordia has an entire change of programme for to-night. The Holland sisters and Miss Pendy in new attractions. Sylvanio and Arthur, sons of Momus; John Pendy in new acts and the TROUBADOURS, Combe, the great baritone, is engaged here.

Watch Night Service.

The usual watch night service will be held in the Pandora street Methodist Church this evening, commencing at 11 o'clock.

The Beautiful.

A post' from Yale, dated 28th inst. says the snow is three feet deep and still coming.

The Rape Case.

At the police court to-day additional evidence was submitted in the charge against the boatman O'Brien, and the case was adjourned until Monday.

THE LUMBER TRADE.

A Growing Industry Certain to Attain Vast Proportions.

What the Mills of the Province Have Done.

The past year has been regarded as a good one by our saw mill men and loggers generally. In another column will be found the exports of the Moodyville Mill and the following regarding others will be of interest to that class of our readers:

HASTINGS' SAW MILL.

Following are the foreign shipments for the current year from the Hastings Saw Mill, Burrard Inlet. It will be observed that there were no shipments for January, as the mill was undergoing slight repairs. Repairs were also carried out during the months of March, May and June:

By the St. Cloud, 11-2-'86, 1528 tons, Shanghai; 1,073,351 feet rough, 34,327 tongued and grooved, 1,610 bds pickets, 1,725 bds laths.

Ex. Frank Carroll, 29-4-'86, 1499 tons, London; 222,201 ft. rough, 413 spars.

Ex. Dreadnought, 1-6-'86, 648 tons, Adelaide; 412,052 ft rough, 215 bds pickets, 425 bds laths.

Ex. Von Moltke, 9-7-'86, 687 tons, Shanghai; 408,480 ft rough, 27,050 tongued and grooved.

Ex. Beaconsfield, 11-8-'86, 1459 tons, Callao; 914,631 feet rough, 105,545 tongued and grooved.

Ex. Dorothea, 21-9-'86, 623 tons, Callao; 528,783 feet rough, 79,996 tongued and grooved.

Ex. Gothia, 2-10-'86, 319 tons, Iquiqui; 451,654 feet rough, 151,524 tongued and grooved.

Ex. Omega, 19-9-'86, 488 tons, Shanghai; 290,207 feet rough, 18,252 tongued and grooved.

Ex. City of Aberdeen, 15-10-'86 569 tons, Valparaiso; 296,573 ft rough, 85,678 tong'd and gro'vd.

Ex. Fleur-de-Lis, 22-11-'86, 993 tons, Sydney; 746,369 rough, 1,300 bds pickets, 598 bds laths.

Ex. Antelope, 20-11-'86, 1303 tons, Shanghai; 680,179 feet rough, 48,124 tongued and grooved.

Ex. Europa, 22-10-'86, 393 tons, Melbourne; 277,960 ft rough, 295 bds pickets, 455 bds laths.

Ex. Cyprus, 13-12-'86, 816 tons, Valparaiso; 596,388 ft rough, 68,257 tongued and grooved.

Rough lumber, total, 7,044,411 feet; tongued and grooved, total, 608,985 feet; pickets, total, 6210 bds, 72,225 feet; grand total, 7,755,621 feet. Total laths, 2,188 bundles.

The annual cut of this mill is 15,000,000 feet lum. Employment is given to 150 men about the mill and in the logging camps, in addition to which there are the longshore men who are engaged in the loading of vessels. As already stated the principal market are Australia, China and southwest coast of America, with an occasional cargo for Montevideo and the Cape of Good Hope. This mill has a valuable foreshore frontage in the City of Vancouver. The main line of the C. P. R. passes through its yard. It also has secured vast timber limits by purchase and by lease. Mr. R. H. Alexander is the efficient resident manager. The head office of the company is in this city, and under the management of Mr. James L. Raymur.

Chemainus Mill.

This mill is situated on the eastern coast of the island, in a fine land-locked bay, with plenty of water and fine anchorage. The proprietors are Messrs. Croft & Angus. The total cut of lumber for the year 1886 is 12,000,000 feet, an average cut per day of about 40,000 feet. There are a large number of men employed in and around the mill and in loading scows. All the timber, or very nearly all, required for the Esquimalt and Nanaimo Railway, amounting to 10,000,000 feet, was cut at this mill. It is the intention of the enterprising proprietors to engage in the shipping business, and arrangements are about completed for the disposal of the total cut of the mill. The machinery consists of one 24x30 engine, with two boilers; one double circular mill, with patent headblocks; one patent gang edger, with patent headblocks; one gang edger, with circular saws; one gang lathe machine, 12 saws and bolter; one 36-inch band saw, English make; one general joiner, English make, for planing mouldings, straight and circular; also saw bench, rabitting, boring, tenoning machines, &c. There is also a 24-inch planing machine, emery wheels, &c. The mill is supplied with a 21-inch Turbine wheel, with 50 feet fall of water. On the property is a hotel, containing 25 bedrooms, and a store 25x66 feet, besides the usual cabins, a reading room and other conveniences essential to a first-class saw mill.

The Royal City Mills.

The Royal City Planing Mills Company are amongst the largest employees of labor in the province. They own and operate two extensive concerns

AT NEW WESTMINSTER,

equipped with the latest and most approved machinery, having a cutting capacity of 80,000 feet lumber and timber, or 150,000 feet running day and night. Two sash and door factories and planing mills 50x120 feet and 32x200 feet respectively, of great capacity, and equipped with every modern improvement in machinery and fittings. One box factory, covering a space of 100x150 feet with all descriptions of machinery for making salmon cases and packing boxes. One shingle mill, 35,000 daily capacity; two lath mills, 95,000 daily capacity; one fully equipped machine shop for building and repairing machinery; two large sash and glass warehouses; eight steam dry houses; one large general supply store 30x100; large stables and twenty houses for employees. They also have 1320 feet river dock frontage, with every facility for loading vessels for any port in the world. On the C. P. R. are laid rail tracks through the yards with connections to all points East. Gas throughout the mills, factories and buildings.

AT VANCOUVER.

One large steam saw mill, 56x300, daily capacity, 45,000 feet, or 80,000 feet day and night. One large sash and door factory, 40x120. One shingle mill, 35,000 daily capacity. Warehouse, 40x100 and 30x60. Boarding house, 24x60, and 20 houses for employees. They have 1,000 for water frontage. These mills and machinery are all new and of the finest description. Their location is in the centre of the city, and a 36 foot plank road leads out from the middle of their yards.

The company operate three steamers for towing logs and lumber, with a fleet of barges, 15 in number. They operate 10 logging camps and employ 400 to 500 men in their various mills, factories, camps, &c. Mr. John Hendry, the respected and efficient manager of the company, is one of the most affable, energetic men in British Columbia. He is in every sense a perfect "rustler" and makes things "hum" generally. The business is still increasing, and the yearly turn over is very large.

The Brunette Mills.

These mills are owned and operated by the Brunette Saw Mill Co. (limited) formerly the De Beck Bros. They are located at the mouth of the Brunette river on the west banks of the Fraser, a short distance beyond Sapperton, a suburb of New Westminster. The line of the C. P. R. passes through the company's yard, enabling them to ship lumber, raw and manufactured, to all parts of the interior and the east without the expense of bonlage. The company has been in existence some seven years, during which time a considerable business has been transacted.

During the present year the cut of the mill has been some six million feet. The capacity of the mill is 40,000 feet per diem and 20,000 shingles. The mill is supplied with the latest and most approved machinery. The turnover for the current year is estimated at $55,000. The prospects are that the incoming season's business will be larger and even more satisfactory than was that for 1885.

FAR OFF CARIBOO.

(Continued from First page.

way, and of the steps already taken for a preliminary survey.

SOCIAL AFFAIRS.

The two events which have created quite a stir were, first the wedding of Mr. James D. Marsden to Miss Emily Rosevivan. Mr. Marsden is nephew of S. A. Rogers, Esq., sheriff and merchant of this place; and later, the deserting of the army of bachelors by Mr. James Stone, the popular and efficient manager of post, telegraph and express. He was married to Miss Mary Michaels on the 16th inst. On both occasions a ball and supper was given by the inhabitants to the happy couples, who have the good wishes of the entire community. The brass band turned out after they had got comfortably settled and with dulcet tones serenaded the lucky pairs. A grand concert and tombola is to come off on the 23rd inst., the prizes varying all the way from a sucking pig to a miners pick. As over two hundred tickets have been disposed of and every ticket draws a prize you can imagine the list of prizes.

This is in aid of the skating rink which is a cosmopolitan institution without which old and young could not get along.

The school closed with an examination on Friday the 17th. The weather here has been mixed, averaging about the freezing point, and all goods latterly have come in on sleighs.

THE FISHERIES.

Good Prices Realized but the Pack for the Season a Small One.

The total pack of the canneries within the province and how disposed of appears in the following table. The prices realized were regarded as satisfactory. Several contracted early for future delivery at prices then regarded as fair; but as the season advanced it became apparent that higher prices were bound to rule. The English market was considerably reduced in the supply on hand carried over from previous seasons, thereby enabling shippers to place their pack of the coast to advantage. The run in this province, especially on the Fraser was slight, disappointing in fact, for a good year's operations had been looked forward to. Nevertheless the prices realized will in a measure make up for the shortness in quantity. Many of the canneries are carrying over supplies for another season, when it is expected they will recoup themselves by an increase in the pack. The annexed table will be of interest to those engaged in this our second native industry:

CANNERIES.	Cases Ex. H. M. Steamer London.	Cases Ex. Steamer Liverpool.	Cases Ex. Steamer American London.	Cases to Cornhill.	*Cases to Australia.	Local.	Chest U. K.	TOTAL.
Kwin & Co.	5,140	4,740	622	5,000				10,362
Ben Alcord	5,140	5,340		4,000				9,140
Hirsch Inlet Can. Co.	4,000	5,200						9,200
Wellington Dunbath & Brodie	2,500	2,772						5,272
Ladlaw & Co.	4,000	2,228						6,228
Delta	4,000	992		10,000				14,992
Phoenix				2,000				2,000
Dominion				2,000				2,000
Beaver				1,000				1,000
Wadham				2,573				2,573
British Columbia				4,500				4,500
Anglemont				500				500
Richmond				20,000				20,000
Sloan				700,437				700,437
Albert Bay				300				300
Totes	30,320	20,352	47,252	2,000	5,700	1,500	72,948	14,480
BOOMSTICKS—To the Usual Ports						500		500
Do. Australia						72		72
Do. Australia						32		32
Do. Australia						2		2
Do. Australia						12,796		12,796
Do. Australia						1,000		1,000
Do. Australia						1,000		1,000
Do. Australia						1,000		1,000